Planning ahead for ACI and TRAIN

September 16, 1968

RAILWAY AGE

THE TRANSPORTATION WEEKLY

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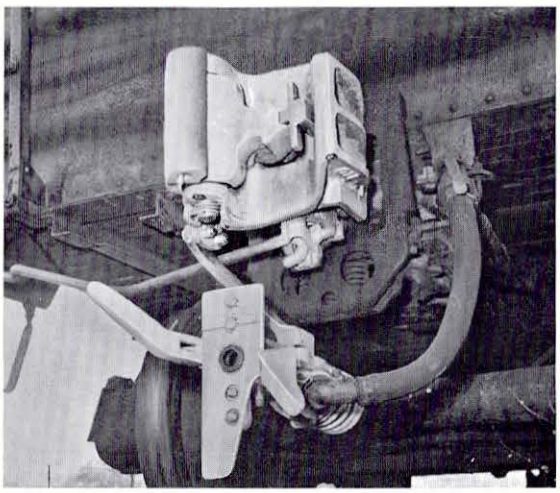

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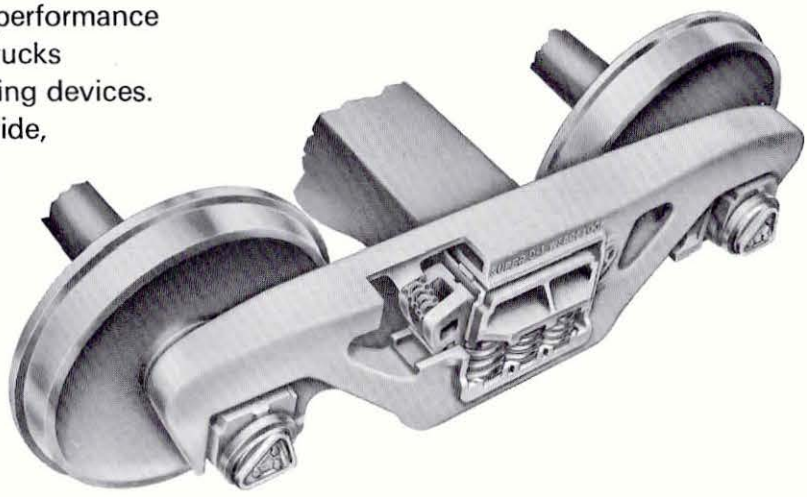

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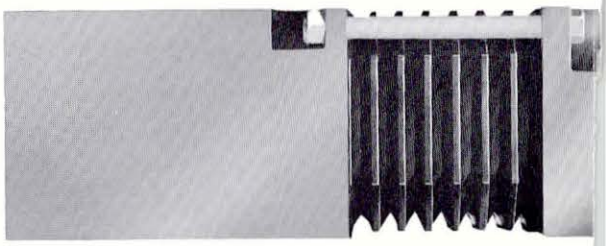

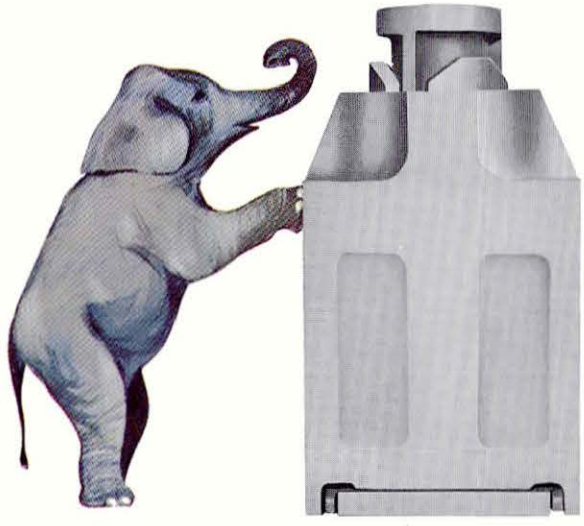

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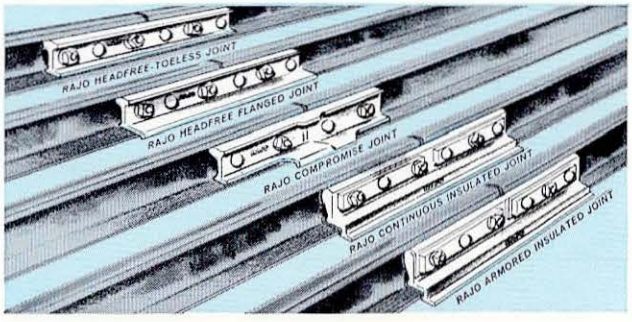

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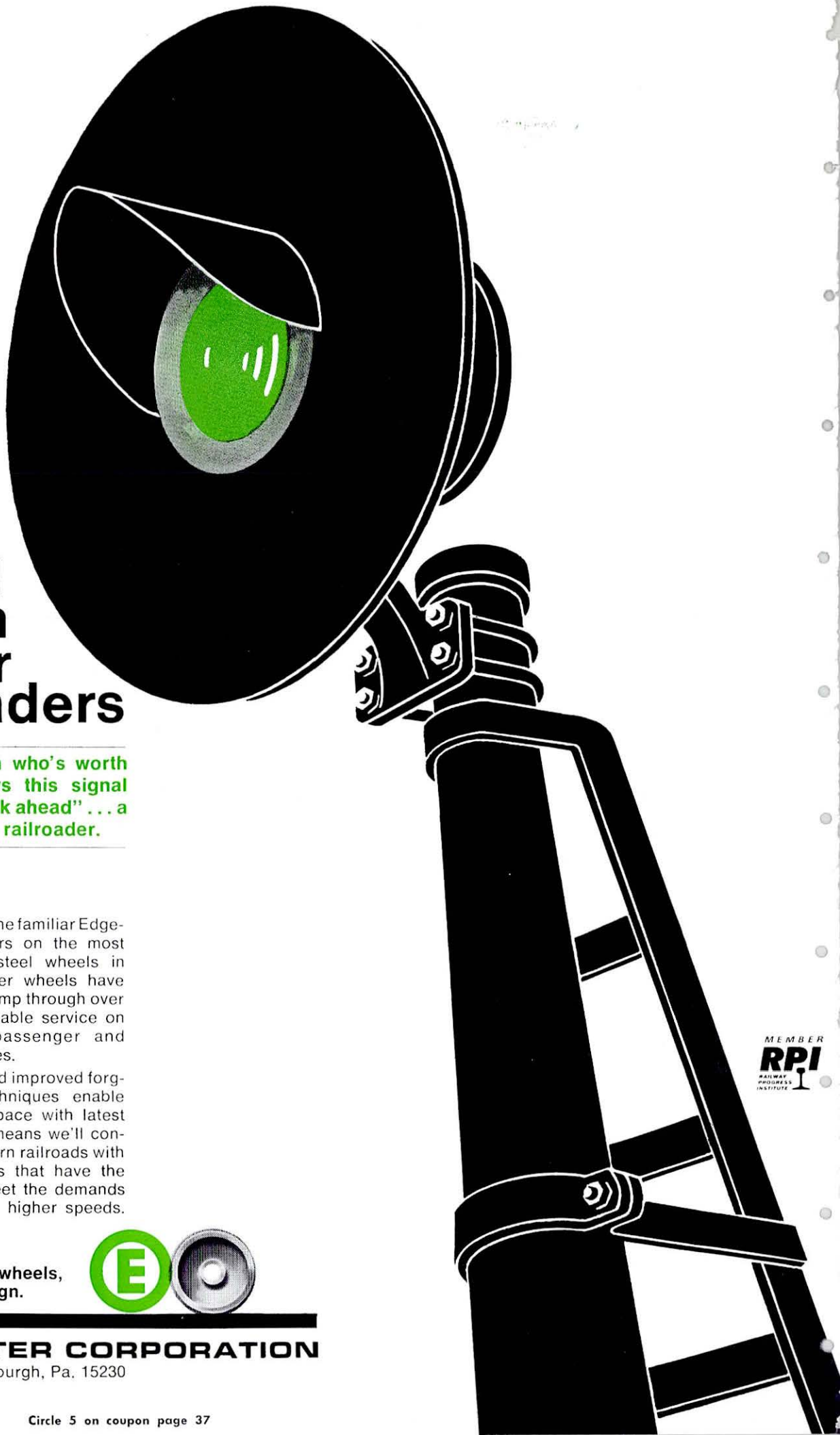

a good sign for railroaders

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Another good sign is the familiar Edgewater (E) that appears on the most respected wrought steel wheels in railroading. Edgewater wheels have earned the quality stamp through over fifty years of dependable service on locomotives and passenger and freight cars of all types.

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RAILWAY AGE

Sept. 16, 1968 • Vol. 165, No. 11

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. . . AND COMING NEXT WEEK

An illustrated feature article describing the Seaboard Coast Line's new flip-top hopper cars. These are the cars, some observers say, which "may turn the dry-bulk business upside down." Also, a report on the cost-cutting possibilities of the Wofac Corporation's ideas about manpower-utilization systems—with some specifics about applications in the railroad industry. Other articles will recount the car-design ideas presented at a Symington Wayne symposium, and present some answers to many questions asked about the value of centralized car dispatching.

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SHORT AND SIGNIFICANT

Court restrains communications —to an extent

The Brotherhood of Railroad Trainmen won, and Richmond, Fredericksburg & Potomac lost, in a court confrontation growing out of the crew-consist fight and RF&P's attempts to present its story to BRT-represented yardmen. But it was difficult to determine exactly what had been won or lost. In issuing a preliminary injunction against the railroad, a federal district judge in Richmond, Va., emphasized that RF&P has a "perfect right" to communicate with its employees so long as it does not violate the Railway Labor Act. But the Act does contain prohibitions regarding influence in certain areas, and the judge also came to an "inevitable conclusion" that there had been a "subtle if not direct" effort to influence employees in their choice of representation. Meanwhile, RF&P moved to implement its recent agreement with the Order of Railway Conductors & Brakemen, which provides for one-and-one operation of 100-car mainline freight trains. The first such train, with conductor and single brakeman, moved Sept. 10.

ACF reports higher net for first quarter

A C F Industries, which ended its first fiscal quarter July 31, reports consolidated net earnings for the three months of $5,828,000—up from $5,592,000 in the corresponding period last year. This year's showing includes a non-recurring after-tax profit of $683,000 on a short-term investment. Total revenues for the first fiscal quarter were $56,952,000, as opposed to $72,533,000 last year. The company attributed the drop in revenues to the phase-out of Albuquerque division operations, which ACF conducted for the Atomic Energy Commission, and utilization of railroad carbuilding facilities to turn out a large number of cars for ACF's fleet, which are not reflected in sales.

GN, CB&Q plan unit-train potash moves

Potash will soon be moving by unit train, at 10,000 tons per train, between North Dakota and three points in the upper Midwest. Great Northern, Burlington and International Minerals & Chemical Corp. are the partners in the new movement, which will carry Saskatchewan potash from a North Dakota railhead to IMC terminals near Minneapolis, and Mendota and Beardstown, Ill. IMC calls the unit-train plan "a significant breakthrough in better distribution of the basic fertilizer materials on which U.S. agriculture depends." GN and Burlington, eyeing the total market, agree: More than eight million tons of potash were used in the U.S. last year, usage is increasing at a rate of 10% per year—and more than two-thirds of U.S. fertilizer use is concentrated in the central-states area.

Union merger: On to a referendum as BLF&E acts

Now it's up to the membership to decide whether four operating unions will be merged into one, the United Transportation Union. The policy committee of the Brotherhood of Locomotive Firemen & Enginemen has ratified the unification plan —and that winds up the required executive-body approvals needed before the proposal can be put to a vote of the membership of the BLF&E, the Brotherhood of Railroad Trainmen, the Order of Railway Conductors & Brakemen and the Switchmen's Union of North America. Target date for effecting the consolidation is Jan. 1, 1969. And, while the BLF&E was completing its official action on unification, BRT President Charles Luna was telling what may be the final BRT convention that the merger is "the beginning of a greater unification of transportation crafts."

SFI seeks 100% exchange of ATSF shares

In an effort to gain a 100% exchange of Santa Fe Railway stock for Santa Fe Industries securities, SFI has extended the exchange offer to Oct. 4, says Ernest S. Marsh, chairman and chief executive officer. Another reason is that many stockholders have been hampered in forwarding certificates because of various circumstances.

MONDAY MORNING REPORT

DATA INTERCHANGE: IT'S COMING

Freight-car interchange among railroads is a fairly standardized procedure. It's performed quite smoothly and efficiently. But when it comes to data interchange—that's another story. A few roads—about 20, according to a Railway Age survey—do, in fact, interchange car-movement data via direct communications circuits to yard offices or computers. Such an operation eliminates manual input or keypunching or waybill information by the receiving road. Unfortunately, most railroads upon receipt of cars in interchange, take the waybills and by teletypewriter or keypunch unit put the data into machine language.

DATA SYSTEMS DIVISION POINTS THE WAY

Such repetitive manual efforts can be eliminated through standardized formats for reporting car movements. Fortunately, efforts are now under way to provide such standardization. And the good word will probably come at next week's Data Systems Division meeting in Chicago. The interroad procedures and data exchange committee has prepared a preliminary format for car-movement reporting. A report will be presented on progress in this area.

ACI WILL HELP, TOO

A big boost for automatic interchange of data will be the coupling of automatic car identification into the car-reporting systems. ACI scanners at interchange points can feed identification data to computers, where it can be matched with advance consists. ACI will perform the vital function of checking upon the accuracy of the reporting information.

TIME IS SHORT FOR IMPLEMENTATION

By 1970, ACI and the AAR's TRAIN project will be operational. Speaking to railroad superintendents last June, Federal Railroad Administrator A. Scheffer Lang said: "How many of you have sat back and let your systems people fiddle with their own design for terminal car control instead of taking what some other road had done and getting the show on the road?" No doubt some roads are well along in their operations for TRAIN and ACI. But Lang points the way for others: There just isn't time for everyone to re-invent car-reporting and data-interchange systems.

True or False:

ASF pioneered most major improvements in truck-spring quality.

True! Many AAR standards that control truck-spring quality are taken for granted. But they didn't just happen. Somebody had to research and experiment. Somebody had to pioneer their adoption.

ASF did all that! ASF's contribution has resulted in higher standards covering Heat Treatment • Decarburization • Shot Peening • Hardness • Workmanship • Finish • End Construction. That's progress. That's ASF.

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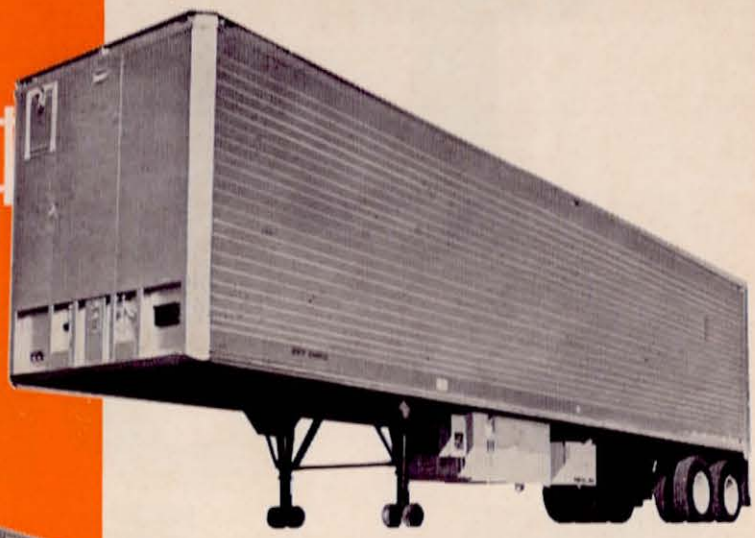

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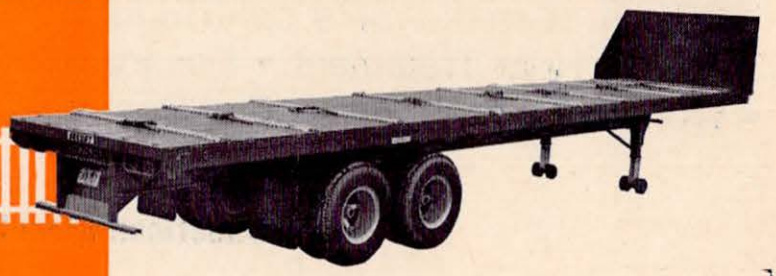


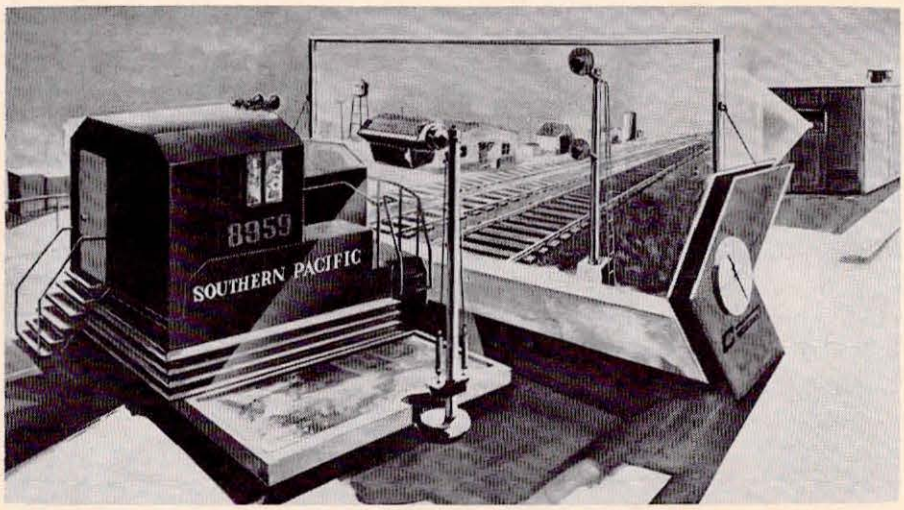
RAILWAY AGE
THE TRANSPORTATION WEEKLY

September 16, 1968

WEEK AT A GLANCE

Railroads hike capital budgets to $1.5 billion

Railroads now estimate that they will spend $1.52 billion on capital improvements in 1968—just a fraction of a point below 1967's actual expenditures of $1.53 billion, according to a Department of Commerce survey released last week. Early this year, Commerce estimated railroad spending at $1.27 billion. At mid-year this figure was revised upward to $1.44 billion (RA, July 1/8, p. 12). The new, more optimistic forecast follows several weeks of rising carloadings. (Traditionally, an improvement in traffic is followed quickly by an improvement in capital spending.) If the $1.52-billion forecast is borne out, 1968 will be one of the best spending years in railroad history. The all-time high in capital spending came in 1966, with total expenditures of $1.95 billion—but this figure was partly due to the rush to place orders for new cars before the 7% investment tax credit was suspended. The previous high, $1.6 billion, was established in 1965. In five years out of the last 10, capital spending was at the rate of less than $1 billion a year.



Simulator will train SP engineers

An exact diesel-cab replica surrounded by movie-screen terrain and train sounds and motions will start educating Southern Pacific locomotive engineers in late 1969. SP has ordered a $1-million train-operation simulator from Conductron Corp., a MacDonnell-Douglas subsidiary. New engineers will learn how to handle consists under various speeds, curves, grades, tonnages and signals; old engineers will learn new routes; new and old equipment will be tested. A Conductron division, Conductron-Missouri, will build the system at Downey, Calif. The first simulator will go to the Los Angeles area.

Rock Island: The suspense doesn't help

As one veteran merger observer puts it, "It wouldn't even do much good to merge with the U.S. Mint, if it took forever to do it."

And that, unfortunately, isn't far removed from the type of situation facing Rock Island—with 12 to 18 months still to go by the most optimistic forecasts, before any merger decision can be expected from the ICC.

RI held its annual meeting last week—and Chairman and President Jervis Langdon, Jr., had both pluses and minuses to report. It seemed that the minuses weighed heavier.

Rock Island's biggest problem, it appears, is a "state of paralysis" created by the long period of indecision involved in the merger proceedings, which only recently went into the examiner-study stage.

Union Pacific and Chicago & North Western are both bidding for RI, and RI remains faithful to its agreement favoring merger with UP. Thinking on Rock Island seems to be that one or the other of the competing proposals will probably be approved—but that in any event, the Commission will not leave the road out in whatever western merger picture takes form.

It was Langdon's estimate that ICC decision could come in a year to a year and a half. But many formalities—briefs, the examiners' report, expected exceptions and replies—must be taken care of between now and then.

In the meantime, RI is faced with the knowledge that there is much to be done—and not too much to do it with.

Langdon speaks grimly of the rebuilding job. For cars and locomotives, he says, the major part of the job has been done. But for the ground-up rebuilding, about all RI can do is to "nibble away." This year again it will be trying as best it can—with about $600,000 earmarked for installation of hotbox detectors and with maintenance of way expenditures climbing by about $1 million from 1967 levels.

GUS WELTY

LINES ON LABOR

HOW MUCH DEMOCRACY is a good thing, in the union movement? How can dissent be expressed? Is there a point at which dissent has to be shut off, and a kind of nationwide "unit rule" invoked? Or, perhaps, is there a need for union leadership to take a closer look at dissent, to make sure that old and entrenched policies don't actually represent a minority view? All these questions seem reasonable, in view of the continuing crew-consist dispute between the Brotherhood of Railroad Trainmen and a half-dozen railroads.

SOME SCHOOL OF INDUSTRIAL RELATIONS might do a good thing for management-labor relations generally by making its own impartial investigation of all circumstances involved in this dispute. As events have unfolded, there is reason to question whether national union leadership accurately reflects membership feeling. On union leadership's side, there's reason to wonder if dissent is getting attention out of proportion to its strength.

IN THE CREW-CONSIST FIGHT, management is convinced that individual employees prefer the company's offer to the union's demand. The union disputes this. The union can also argue that other roads, some under severe pressure, have accepted the consist demands—and, therefore, that *all* roads should go the same route. The latter argument seems irrelevant—since, after all, it was the union which insisted that crew-consist be negotiated on a local and not a national basis. And as for employee feeling—who can tell? Management can't take a secret ballot, and the union apparently won't.

THE WHOLE DISPUTE shows signs of becoming a classic. It illustrates, as clearly as any management-labor battle in recent industrial history, the many sides of the union man: He is, in fact, a part of an organization for representation purposes; but he is also an individual, interested in his own progress and, therefore, interested in the well-being of the company he works for.

A COMPREHENSIVE and dispassionate study of this dispute could be as valuable to the union movement as to anybody else. Union leadership ought to support an investigation, because it can't really lose: Its judgment could be vindicated —or the way could be opened to development of a more effective structure, if it turns out that the old entrenched ways of operating are no longer adequate. The management/union/employee questions raised by the crew-consist dispute won't just go away. Someday, they have to be answered.

Track conditions rapped by FRA's safety director

The Federal government's top railroad safety man is less than impressed with the present condition of railroad track. Members of the Roadmasters' and Bridge & Building Associations listened gravely last week as Mac E. Rogers, director of the Federal Railroad Administration's Bureau of Safety, outlined the short-comings he sees.

Rogers first expressed dissatisfaction with the train-accident record, and the progress made in curtailing accidents: "In the past seven years, we have been retrogressing."

He was particularly concerned with one aspect of the accident picture: "The greatest increase in train accidents has been in the number of derailments." Rogers' list of alleged "inadequate [track] maintenance conditions" was a lengthy one. He cited:

—"Short spirals with improper super-elevation run-offs."

—"Insufficient ballast in tie cribs and at the ends of ties, allowing the track to buckle."

—"Use of poor grade ballast such as unwashed, non-crushed gravel, resulting in uneven surface and irregular line."

—"Poor drainage conditions, such as storm water drainage onto tracks, insufficient cleaning of side drainage ditches and of sub-surface drainage systems, particularly in the vicinity of rail-highway grade crossings, resulting in mud-pumping spots and unstable tracks."

—"Insufficient rail anchoring."

—"Deteriorated ties producing undue strain on rails, uneven surface and irregular track alignment."

—"Broken rails."

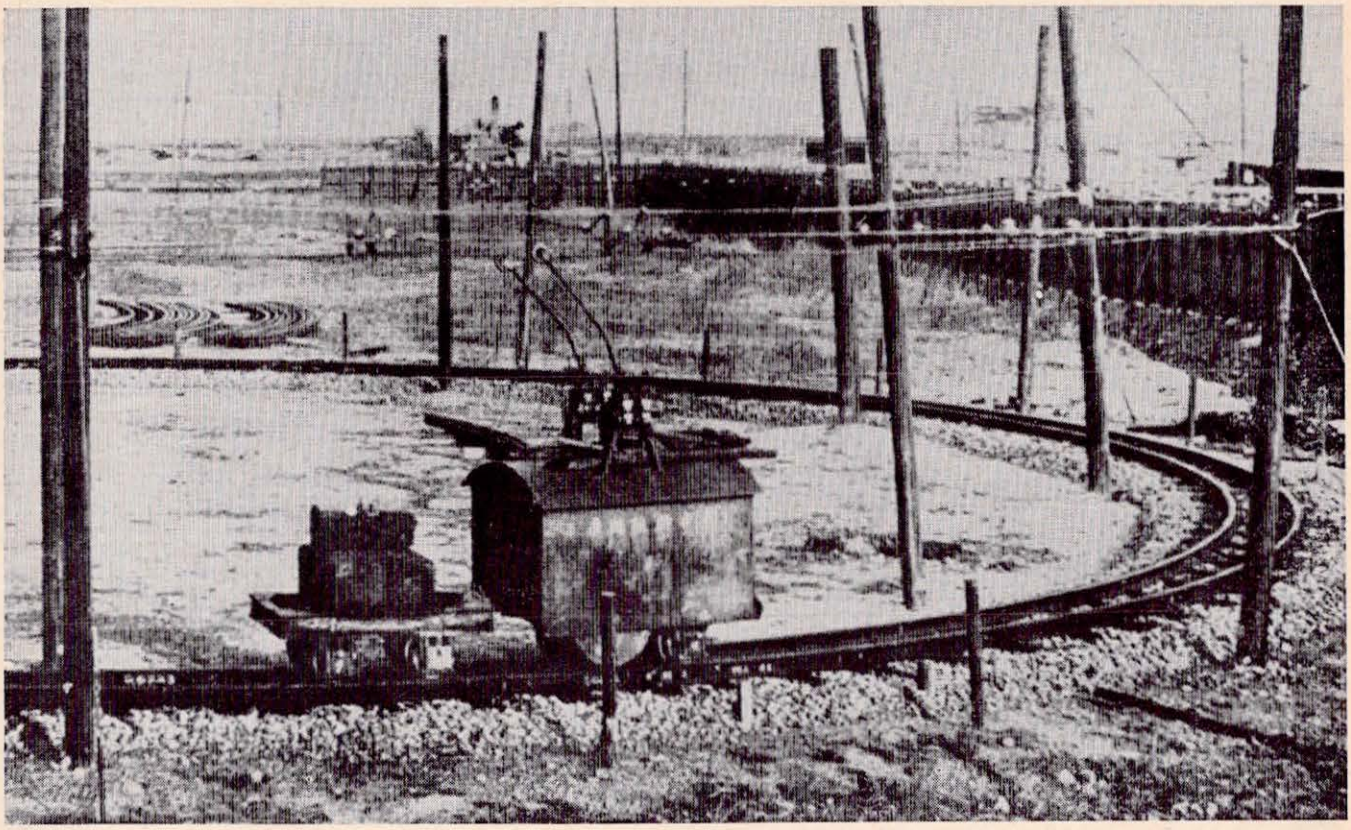
Solution to gauge-change?

The problem of changing from standard to either narrow or broad gauge in Europe may be nearing a solution, at long last. The Spanish National Railways, which has a broad gauge, prompted the International Union of Railways to sponsor an international competition in adjustable truck designs. The winning firm, a Swiss one, came up with a design for a fixed axle with adjustable wheels.

Result: The first Spanish Talgo train will be making a through run from Madrid to Paris in October. If the test run proves out, revenue service will follow soon after.

Sumitomo is the first foreign rolling stock parts maker to get AAR approval.

Is a history of original research the reason?



This photograph is 40 years old.
We took it at our Osaka Works in 1928 during a ten-year study of the abrasion of rails and rolling stock, in collaboration with the Japanese Government Railways. And presented the results of the research at the 2nd International Rail Assembly in Zurich in 1932.
The unusual thing is that today these results are still regarded as definitive. Nobody else has ever had to do this kind of research.
Maybe nobody else ever will.

Original rolling stock research characterizes our long history of manufacture. Our current work, for instance, will show us how to build wheels and axles for a new Japanese National Railways super-express expected to operate at speeds up to 160 mph. For this train, wheel tests are being conducted at speeds up to 200 mph.
And we built the testing machine.

There's a multitude of ways you can benefit from our research, because we make more rolling stock parts than any other steelmaker.

In the world's largest (and most economical) wheel-making mill.
Our rolling stock parts line is so complete that you may never have to turn to another supplier.
And the quality of these products is unquestioned. That's another reason why we're the first foreign rolling stock parts maker to get Association of American Railroads approval, for wheels, axles and wheel sets.
We'll tell you more if you write.

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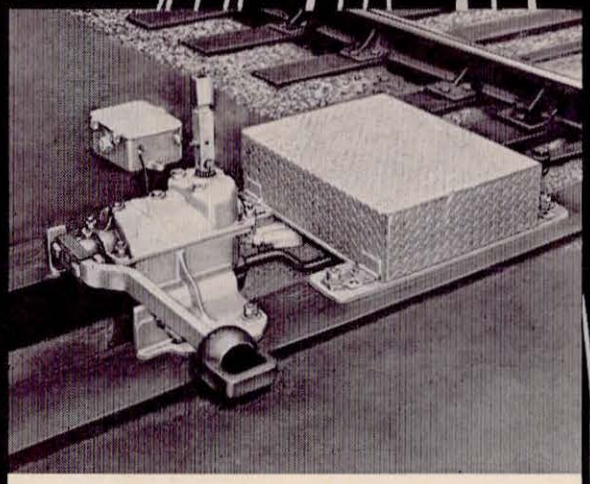
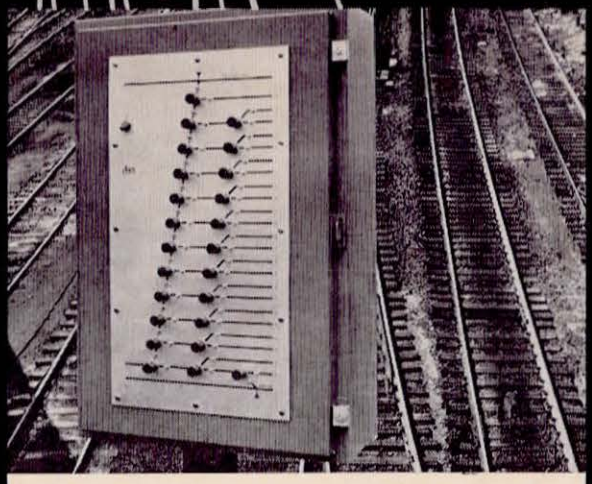


Heart of the pushbutton flat yard is the Racor switch stand and electrically-powered, hydraulically-operated switch machine. It completes a throw in 1 second. In trailing movements, the switch can be run through repeatedly—the wheel flanges open the points, and the throw is completed by the stand. Unnecessary stopping and throwing by hand is eliminated.



At the New Orleans flat yard of the Kansas City Southern, buttons on 5 strategically located weatherproof panels provide remote control and position indication for 37 Racor switch machines. In the Beaumont yard one panel controls 6 switches. The Baton Rouge installation, when completed, will utilize 46 Racor switch machines divided between two control panels.

SWITCHING REDUCE COSTS FOR

The Kansas City Southern, with less time and effort, is moving cars through flat yards equipped with Racor pushbutton switching. No hopping on and off locomotives...no walking down the ladder...no hand throwing of switches. A switchman simply pushes buttons to align the switches!

The first yard, installed at New Orleans in 1965-66, has 37 Racor switch machines with 5 outdoor weatherproof panels located throughout the yard: 33 switches on 4 panels installed in 1965; 4 on one panel installed in 1966

In 1966, the Beaumont yard installed 6 Racor pushbutton switches and one outdoor panel.

In 1968, the Baton Rouge yard—now under construction—will have 46 Racor pushbutton switches operated from 2 panels: 22 switches on one panel and 24 on the other.

Racor pushbutton switching with trackside control saves time in walking to and from switches...promotes safety...permits easy hand throws in case of power failure. The stand can be intentionally trailed.

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Circle 9 on coupon page 37

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Circle 10 on coupon page 37

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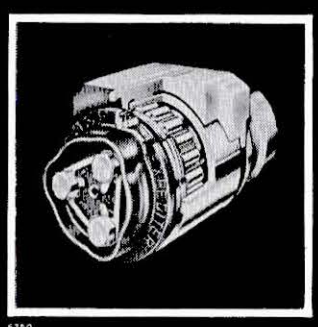

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But that's the beauty of leasing your tank cars from GATX. You won't have to worry about service and maintenance.

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P&MM PREVIEW:

Getting the front office to listen to the P&MM man

The new, professionally-dedicated P&MM Division believes it's ready to be in on the action.

Eleven months ago, in Chicago, the AAR's Purchases & Stores Division ceased to exist. In its place was born the Purchases & Materials Management Division—an organization with a name more suited to the function, and with a structure built from a blueprint-for-progress.

Goals were set high. W. Holman Rose, director-purchasing and stores of Seaboard Coast Line and the last chairman of the P&S Division, put it bluntly: "There has never been a time in the history of this Division when the need for serious thinking and leadership has been so necessary, in the effort to solve our many problems."

Harold M. Hoffmeister, vice president-purchases and materials of Missouri Pacific and first chairman of the P&MM Division, was equally aware of what lay ahead: He was, he said, "grimly appreciative of the fact that there's a great deal of work to do."

So, how has the new Division done in its first year of operation? In this interview, Hoffmeister—who will be stepping down as chairman at the close of this week's P&MM Division meeting in St. Louis—renders the verdict of his observation. Its substance: Measurable progress has been made in certain areas—but 11 months is too short a time to permit final conclusions as to whether the new setup will really do what its planners wanted it to do.

Q. If you had to sum up the first year of P&MM in a word, what would it be?

A. "Busy"—and you can underscore that.

Q. And the results of the busyness?

A. It's hard to sit back now and really determine what's happened. Things did move fast. Actually, we started on our new program even before the formal organization of the new Division, with a symposium on diesel fuels in July of 1967. Then, we had a four-day seminar this past spring on the role of P&MM today, what's expected of the P&MM man by his boss, his top company management and so forth. This one was generally successful, I think—although a good many of the participants were top P&MM people, and we really were shooting for more attendance by middle-management people. There was a third seminar, more recently, but that one—in my opinion—more or less missed the mark.

Q. You have a number of workshop sessions lined up also for the Division annual meeting. . .

A. Each of the six standing committees has committed itself for a workshop. And they've been advertising them: One ad came from the Material Handling group, for instance—it simply said, "No experience needed, we'll teach you." The Data Systems group is also planning a good session. And Committee 6 has arranged for a discussion on "Trade Relations."

Q. Just how much activity by the various individual committees has there been during the past year?

A. It's been terrific. The chairmen have all reported to me and to their General Committee reviewers. They've all held at least two meetings which have brought productive ideas. And it looks like we have really hit paydirt now in the committee operation.

Q. How about committee expansion?

A. The Railroad Automotive Management Association has asked for membership. At our last General Committee meeting, we said that we would take them in—as a seventh committee, on automotive maintenance.

Q. Is it your observation that there is a trend toward putting automotive management under P&MM?

A. P&MM is already involved in it two-thirds of the way. The only thing that we need for complete control is for the scheduled maintenance of vehicles to be our responsibility.

Q. Is there any other committee expansion that might be desirable?

A. We are going to have to wait and see what came out of this first year at the annual meeting. It is something that no one, other than the committee reviewers right now, can evaluate.

Q. How about the degree of participation by the rank-and-file in the Division. Were all the committee meetings well attended, as the seminars were?

A. There was good participation all along. The audit reports from the Training Committee, except for one meeting, were uniformly good. There were a few people who sat back and contributed

P&MM Division Chairman Harold M. Hoffmeister seldom calls a spade by anything but its right name. Asked to outline the direction in which purchasing and material-management people ought to be heading, he comes up with this:

"They ought to be heading into the president's office. And they ought to say, 'Look, I am one of your top officers. I need your backing. I have proven my capabilities and my worth to you, otherwise I wouldn't be here.' " And the alternative to this kind of recognition? "The purchasing function breaks down. The corporate picture suffers."

nothing, but the evaluation catches them.

Q. One of the goals in the reorganization was to stem a decline in interest, in participation. Has this decline been turned around?

A. That remains to be seen. There's been somewhat of a problem—some people have said that they wouldn't be allowed to attend the annual meeting in St. Louis. So a letter was sent to the department head in charge on each railroad and it said essentially this: "Mr. X is a member of such-and-such committee. He was appointed by you in order to get work done. Unless he attends the annual meeting to participate in our workshop, you can take him off the committee"—words to that effect. Almost without fail we got answers right back.

Q. Do you think the Division can be a vehicle for in-service training?

A. Actually, this isn't what it is intended to be. The Division isn't a school, by any manner or means. Its meetings aren't set up as sessions where you send a brand-new employee to learn something. What we are trying to do is to work out better ways of doing the job as we see it now. And, of course, this practically eliminates the neophyte. We do regard the training of P&MM people as being of primary importance, however. Committe No. 1—Training is dedicated to that facet of the operation.

Q. How about the Division's current relationship with the rest of the AAR—is it closer, or is there any need for it to be?

A. I think the other divisions are more acutely aware of us than they have ever been. As far as rapport goes, this is entirely dependent upon the individuals. We are the first to recognize, of course, that as a Division we cannot make mandatory certain procedures. This being true, everything that we have done has been aimed at developing recommended standards. Depending on how well guidelines have been followed, we ought to come out with a workable manual.

Q. If you were to come up with one statement of the direction in which you think P&MM people ought to be heading, over the next couple of years, how would you put it?

A. P&MM people ought to be heading into the president's office. And they ought to say, "Look, I am one of your top officers. I need your backing. I have proven my capabilities and my worth to you, otherwise I wouldn't be here." But I wonder if there's more than a comparatively few top people in P&MM who are considered as first-line management.

Q. What happens to the corporate picture, if this situation doesn't change?

A. The corporate picture suffers. The purchasing function breaks down. The orderly, analytical purchasing process becomes dependent upon buying from personalities, or friends, or—you name it.

* * *

With railroads spending roughly $1.6 billion a year for the so-called ordinary purchases alone, Harold Hoffmeister not-surprisingly is concerned that (1) the purchasing and material-management functions get the key management role they deserve, and (2) the people in purchasing and material management have a professional organization which better meets their needs. He sees signs that gains have indeed been made. But, in typically-outspoken fashion, he's shooting for something far closer to perfection.

P&MM PREVIEW:

Will the computer be the hot

Better management of money and materials via EDP is expected to be a prime discussion subject

A $3-billion investment will, in a way, be personified this week in St. Louis. Under one roof, in one room, the members of the AAR Purchases and Materials Management Division will be getting together, in the first annual meeting of the new P&MM group.

These are the purchasing agents and material managers whose railroads last year invested more than $1.5 billion in the so-called ordinary purchases—everything from diesel fuel to track spikes. These are the PA's and MM's whose companies put more than $1.5 billion into capital improvements—everything from high-powered diesels to microwave.

These are also the men who last year cemented together a new professional organization to better serve their needs and those of the industry. In three days in St. Louis this week, they will be looking again for better ways to manage money and material—and there is quite a bit to talk about.

● **How EDP is helping.** Inevitably, P&MM people look to the computer to provide a major assist in better management. More than a few roads are well advanced in P&MM computer applications—and those that aren't are deep in the planning of systems which will go to work in the near future.

One of the pioneers in EDP as applied to P&MM is Missouri Pacific—but even MoPac sees much that can still be done to improve the control and the efficiency of the operation. In the future, says Vice President-Purchases and Materials Harold M. Hoffmeister, "our computers will monitor more closely our P&MM personnel and, of course, vendor performance. We expect the computers to be assigned practically all routine repetitive clerical functions, to relieve the purchasing agent/buyer of these chores and thus to permit him to take a closer look at the higher-dollar-value items." About half of all MP purchase orders now are written through electronic data processing and ancillary equipment—but, Hoffmeister says, "we can foresee a no-paperwork acquisition of materials which will not involve a piece of paper, in requisition or purchase order or invoice form."

● **For UP, an "exception" system.** Also well advanced is Union Pacific, with a recently-developed EDP system which permits control of inventory, daily, on a "true exception basis."

Stocking via computer

General Purchasing Agent R. J. Murphy notes that as material is issued at any of UP's stores locations, information shown on issuing documents is transmitted via microwave to a central processing unit: "Based on the formulas in the program, each item which has had activity is checked. And if it is necessary to replenish the stock at the location where the transaction occurs, the computer makes either an automatic transfer from a predetermined source store or an exception report for our Material Control Bureau's handling. This exception report—which contains a complete history of the item for the past 12 months along with average leadtime, prices, package quantities, quantities on hand at the store and on the system, and complete purchasing descriptions—is analyzed by a qualified material man, who makes any necessary changes, determines what delivery he wants and then forwards the report to the Purchasing Department."

A buyer then makes the determination as to where the order should be placed. The selection, Murphy says, "is arrived at through analysis of information concerning each vendor . . . which has been printed on the report by the computer. A minimum of key-punching is required at this point to enter the item back into the computer, where all items to be purchased on this particular day are sorted and the final purchase orders and requests for quotations are produced, with as many items as possible on each order."

Through this procedure, necessary order copies are produced. A prepunched and interpreted tab card is produced for each item, for receiving-store file and ultimate transmission back to the computer after the material is received. An open-order record is also produced daily.

What comes next for UP? "It is our intention," Murphy says, "to have the computer check all invoices received from the vendor against the record contained in the computer as a result of the writing of purchase orders. Our next step will be to have the computer prepare the vouchers covering."

● **C&O/B&O look ahead.** Chesapeake & Ohio/Baltimore & Ohio has a broad-application plan aimed at all phases of P&MM work. As Vice President-Purchases and Materials William J. Eck puts it, "We're in the midst of preparation for installing the automatic features of our computerized system. This will be the final phase, Phase III."

Phases I, II, Eck says, are already providing preprinted stock cards, bin tags and charge plates for each item carried at each store; preprinted and punched inventory cards for the annual general inventory; printouts of various master files; automatic notices to the field on changes made in the master inventory file; computer-prepared purchase orders and releases through manual imprinted input cards from the field; and a daily listing of ordered items that are surplus, for manual draw-off."

EDP, Eck points out, "can be most helpful in the over-all P&MM operation by providing materials planning, procurement and control. This area includes the total cost optimization feature—that is, the setting of stock levels, safety stocks reorder quantities and reorder periods for items subject to

topic in St. Louis?

mechanized inventory control, so that the combined costs of ordering, distribution, stocking, shortage and control can be minimized. Automatic detection of surplus and obsolete materials on a system basis can provide immediate redistribution and/or disposition, thus effecting an inventory reduction. In addition, most purchase orders could be produced completely without human intervention, thus providing not only clerical savings and error reduction but also a release of purchasing agents from clerical detail to allow them to spend more time developing advantageous sources of supply and handling other duties requiring managerial abilities."

● **Across-the-industry benefits.** EDP's benefits may be most dramatic on the biggest properties — but smaller roads are also coming out ahead with computer applications.

For more than five years, for example, Maine Central has been receiving a monthly statement by vendor, reporting dollar volume of purchases for the current month, current year to date and prior year to date.

K. W. Phillips, manager-purchases and stores, also points out that a complete coding of all stock items and the resulting programming now provides a preprinted inventory of all stock items by location on MEC and Portland Terminal; a complete catalog by class, location and price; up-to-date invoice pricing; a record of transfer of material between locations with balances adjusted accordingly to provide location of all items at all times; a monthly stock balance sheet of all items. Currently, Phillips says, "we are programming record of consumption, use for the previous quarter, consumption to date, previous order numbers and quantity purchased."

Erie Lackawanna's manager of stores, G. M. O'Brien, sees at least five benefit areas in EDP application—inventory control to assure adequate supply; a reduced investment in unapplied materials made possible with more current data on item usage and availability; provision of more timely and accurate historic data to aid in P&MM decision-making; improved exchange of data with other departments through standardization of material description and code numbers; and the frequent computer printout on items requiring stock replenishment.

● **Looking to 1969:** On a number of roads, the next year or so will see substantial expansion of computer capability in P&MM. Among the roads working hardest in this direction: Chicago & North Western, Illinois Central, Burlington, Penn Central.

S. G. Van Arsdell, Jr., C&NW's director of materials, makes the point that "in this age of scientific management for all phases of a business operation, it's necessary that the materials management function keep pace. We must have timely information as to our inventory levels, our usage and our approaching problem areas. Electronic data processing is especially advantageous to us in pointing out approaching problem areas. The computer is capable of developing reports which will flag a problem before it happens, and corrective action can be taken promptly."

Midwestern roads plan

North Western, Van Arsdell says, "is in the process of installing a complete computer operation for the Materials Department. We expect to be completely computerized by the spring of 1969."

Illinois Central is also looking ahead. Director of Purchases and Materials H. C. Miller puts it this way: "Our computer application, unfortunately, is at present limited. We update inventory records, maintain system average prices and handle charges to using departments. Additionally, some stock status and usage reports, used in our purchases and materials headquarters offices, are computer-prepared. We now have a three-department joint study group at work in the planning and design of a system to more completely perform the P&MM tasks of which the computer is capable. While this is still much in the planning stage, we look for a system sufficiently sophisticated to handle much of the day-to-day workload of routine problems and the clerical burden—thus making time and talent available for P&MM situations where greater potential for cost reduction exists."

H. V. Schiltz, Burlington's director of purchases and materials, has similar comments: "While we are not yet on electronic data processing in the department, we are engaged in the details of this processing and we hope to be on the computer late next year. We feel the computer operation will be very beneficial in inventory control, in giving us more and more-immediate information on the location and value of all materials, and in giving us a greater

Machines...

In purchasing and material management, machines are talking to machines—and machines are also helping people to talk with, and better understand, other people.

For computers and people, the name of the game is communication. And the increasing use of electronic data-processing equipment in P&MM operations seems to be having important side-benefits, in improving relations between P&MM and the "customers" it serves, the using departments.

Case in point: Union Pacific recently set up a new EDP system in Purchases and Stores. In the planning stages, UP quickly found that much additional, useful information could be produced both for using departments and for the accounting department, if necessary information could be captured at the time the source document was transmitted to the computer. UP General Purchasing Agent R. J. Murphy picks up the story: "A committee met with the other departments to determine their needs, and these were then incorporated in the final programs. As a result, these departments are now furnished accurate and meaningful information on a current basis. This was not economically possible under a manual system or under the computer system which we had been using. We find that we are communicating better with the using departments and furnishing more pertinent information, since the joint study allowed each of us to better understand the other's problems and needs."

opportunity to distribute material and dispose of surplus items."

For Penn Central, the planning problems are slightly different—involving, as Vice President-Purchases and Materials Malcolm P. Richards puts it, "designing and putting into effect a new computer application for PC."

● **Moving ahead — with care.** A measure of the progress—and a cautionary note—come from two other top P&MM officers, R. J. Doelling, Frisco's manager of purchases and stores; and John A. Burnett, director of purchases and stores at Rock Island.

As a necessary tool for the massive data-processing requirements of major businesses, Doelling observes, the computer "is well-established and no longer really glamorous. Inventory control and other facets of material management are proven computer applications. There will now be useful refinements and extensions in employing this tool, to improve the usefulness of basic systems already designed and operating. But major breakthroughs or exotic new concepts do not appear to be in the picture for the next couple of years, as business learns to better use the systems already built."

As for P&MM Division involvement in the EDP situation, Doelling believes that "we need to continue to compare notes and exchange ideas for improvement. But as a topic for deep and frequent coverage, this subject can now become somewhat redundant."

Rock Island's Burnett also takes a pragmatist's approach to what the computer can do—and what it should be expected to do: "I believe electronic data processing can be of most help by providing information concerning the big-money items and by concentrating on performance of our people—and by 'performance,' I mean not only how purchasing agents and buyers are handling their specific duties but also how the people using the material can better use our services."

● **How much for the computer?** Should the computer go to the limit of its capability? Burnett doesn't think so: "I do not believe expensive computer time should be used to keep track of each and every track bolt and spike. Rather, it should be used to provide information concerning the cost of 'A' items—those in the high-expense category—and the better utilization of these items."

Rock Island, within the limits its purchases and materials-management people set, has moved into a number of computer applications. Three that Burnett cites—as in effect or in process of application—involve highway-vehicle cost control, the field transmission of material documentation and the computer control of working-stock inventory balances.

RI's highway-vehicle fleet, for control purposes, includes all units operated in whole or in part on public roads—units ranging in value from a few hundred dollars to as much as $30,000. For these units, the computer program provides such listings as description data, fixed costs, variable costs, average total cost on each vehicle and accumulated totals by division or department. There are also exception reports which list vehicles by cost or on the basis of other averages, where there is a deviation from established standards. This particular information, Burnett says, has been useful in financial and budget control; for tax and insurance purposes; in preventive-maintenance and replacement decisions; in determining the economics-of-use of company car, rental car or privately-owned car; and in improving equipment utilization.

"We can foresee a materials-acquisition system which will not involve a piece of paper. . ."

Harold M. Hoffmeister

● **Future ordering practice.** In another area, RI has already extended certain purchasing functions to its four district stores, which buy material for use at 32 work areas.

By use of Dataphone and by providing stores with item cards for each item in stock, Burnett says, "our stores in the future will order all their materials through our computer. The punch-card request is forwarded to the Purchasing Department for vendor selection and pricing. Material requests on vendors using data equipment will be retransmitted by our General Stores Department. The balance of the requests will be prepared on regular purchase order forms, using the data cards transmitted from the field. All purchase orders originating in our Purchasing Department will be prepared in a like manner with a by-product punch card. All purchase order information will then be fed into the computer, using the by-product punch cards from both sources."

When material is received, RI's P&S director continues, "field personnel will transmit this information to the computer by use of their data transmitters and the same data cards they originally used to request material. Receipt cards are matched against the on-order file and forwarded to the Accounting Department for payment of invoices. Cards are then priced at invoice price and returned to the data-processing center to be matched against the standard price file."

The information system, Burnett says, will provide data on price variance from standard, on-order quantities not delivered, vendor analysis, material usage by location and for a perpetual inventory by units and money. In addition, he points out, Purchasing Department people get tighter control of ordering procedures, uniform receipt documents, an A-B-C listing of material values, an automatic material receipt and purchase order match and an automated price review.

● **Frozen inventory.** RI's computer control of working stock inventory balances has involved elimination of a number of stores and the placement of more material in the work areas where it will be used. Value of material at each work area is frozen at a given level—at a 60-day level for material ordered from the store and a 30-day level for items bought locally. Levels can be changed on a basis of experience and with agreement between the storekeeper and the master mechanic at the use location. The system, Burnett says, "has greatly reduced the paperwork involved and has reduced stores inventory by about $3.5 million and over-all inventory by about $2 million."

All of the effort going into the development of computer programs in the P&MM area is aimed at objectives which may not always be compatible—providing the most efficient service possible to using departments, and making the most economic use possible of corporate funds.

● **"The best way, but . . ."** C&NW's Van Arsdell expresses a widely-held viewpoint with the observation that "we all know that the best way to improve relations with using departments is to have all the material they need at the time they need it. It's the objective of any materials department to reach that goal. But it must be done within the framework of sound inventory practices. Thus, we know that we will be unable to have everything that is required at all times, and by taking a calculated risk on certain low-usage items we will occasionally be unable to supply the requirements. We also know that in maintaining reasonable minimum and maximum levels, our safety stocks may sometimes be inadequate. This, too, will cause some outages. In spite of these outages, the relationship with the using departments remains good, if top management supports a basic company inventory policy. This policy becomes

well-known, and using departments as well as the Materials Department live within the framework of that policy. It is also extremely important in our relationship with the using departments to let them know, and to demonstrate to them, that when a problem does arise, we go all-out to correct that problem as quickly as possible."

- **Enter, the "specialists."** Day-to-day improvement of relationships can take a number of forms. Penn Central Vice President Richards points out, for example, that on PC the Material Department "is organized to provide a specialist to work with the M/W, Locomotive and Car Departments to achieve a close working relationship. Purchasing officers' products cross departmental lines so that they do contact all of their customers. With this double coverage, we look to meet all of our programs and manage our assets wisely."

On Rock Island, Burnett says, "we have recently established a position of 'systems material coordinator' in the Purchasing Department. The responsibilities of this position include cooperation with all departments. This new job attempts to assure that all the paperwork flowing out of the Purchasing Department provides all the information required by the using department. It also attempts to channel all material problems of an inter-departmental nature to his office so as to solve the problem with the involvement of the minimum number of people."

- **On improving relationships.** How *are* inter-departmental relations? Two pragmatic assessments come from Mo-Pac's Hoffmeister and Frisco's Doelling. Relations with using departments, Hoffmeister observes, "are improved in direct proportion to the broad understanding of mutual problems. Simply stated, where adequate communications at inter and intra-departmental levels exists, seldom are there serious differences of opinion concerning control of materials and their distribution. We do not expect to eliminate differences of opinion. Actually, we believe them to be extremely helpful and healthy."

Doelling points out that "the name of the game is profit. In material procurement, the profit contribution is through reduction in costs. In this context, the using departments have the right and the responsibility to establish serviceable standards in material and tooling which will enable them to perform their functions economically. With such standards established reasonably and soundly with enough flexibility to preserve needed competition, it then becomes the responsibility of the purchasing and supply function to procure such serviceable material which meets necessary standards on a competitive, thoroughly business-like basis, at the most favorable end cost." ■

LUTHER MILLER

AS THE EDITOR SEES IT

NO TIN CUPS, PLEASE—Railroads want—and common-sense economics demands that they get—a bigger rate increase than the 3% they were grudgingly granted earlier this year. Railroads and their employees need—and their survival may depend on it—more realistic arrangements with the brotherhood chiefs than they have so far been able to achieve. Railroads urgently require—if they are to render the kind of public service that alone can save them from public ownership—the kind of fair deal from government that is still a glacier-mile away. But to attain these ends, must the railroads (in the memorable if unkind words of New York's Robert Moses) rattle tin cups and deck themselves with I-am-blind signs? We think not. But that's the way it's beginning to look to a lot of people.

HOW MOURNFUL THE NUMBERS?—Not only is the impression abroad that railroads are all but ready to cash in their rails; you even find it within the industry itself. Ask a railroad man, "How's business," and if he's a party-liner speaking for the benefit of the ICC rate-makers or the brotherhood negotiators, he may leave you with the feeling that you would be wise to buy motor-carrier stock. Put the same question to a supplier, and he will tell you, in mournful numbers, that railroad spending has dropped off terribly from 1966. Everywhere, it's hard times. The question is: How hard?

ONLY THE STRONG ARE WORTH SAVING—In an economy dedicated to survival of the fittest, the professional poor-mouthers may turn out to have been woefully short-sighted. Can railroad men honestly and profitably take a more optimistic line? The evidence says yes. The $284 million railroads earned in net income in this year's first six months is not a statistic calculated to excite an AT&T accountant. But the fact that railroads earned even a penny of net sets them apart from every other national railway system in the world and ought to be a proud and strong arguing point. The $1.5 billion railroads will spend on capital improvements this year is half a billion short of what it ought to be. But even that figure is something to crow—not cry—about, for an industry earning a return of less than 3%.

LOOSE TALK ISN'T CHEAP—In certain primitive societies, a man who believes he will die on a specific day does die, on schedule. In our own society, a more sophisticated kind of voodoo can achieve the same result. Economists tell us that a country can scare itself into a depression. It is not inconceivable that an industry can do likewise.

Planning for Automatic Car Identification

Railroad	Direct input to computer	Facility and speed
Alton & Southern	Possibly	83B2 polled by IBM 360 with 100 wpm Teletype
Atlanta & West Point; Georgia; Western Railway of Alabama	No	Card input daily
Boston & Maine	Yes	Not yet determined
Burlington	Eventually	100 wpm Teletype
CP Rail	Yes	75 wpm Teletype
C&O/B&O	To field computers	———
Delaware & Hudson	Yes	———
Detroit, Toledo & Ironton	Yes	1 Sylvania ACI scanner transmits on 1800 baud line over a voice channel; 3 scanners transmit on 600 baud voice channel lines. All direct to computer in real time.
Duluth, Missabe & Iron Range	Yes	ACI scanners, 150 baud lines
Frisco	Yes	Not yet determined
Great Northern	Yes	Not yet determined
Illinois Central	Yes	IBM 1050
Kansas City Southern	Yes	Over microwave at 2400 bits/sec
Louisville & Nashville	Now on test	Sylvania scanner, variable speeds
Milwaukee	Yes	100 wpm Teletype
Missouri Pacific	Yes	Not available
Penn Central	Yes	Sylvania scanners, 100 wpm Teletype
Reading	Yes	Not yet determined
Richmond, Fredericksburg & Potomac	Yes	IBM 1800
Rio Grande	Yes	100 wpm Teletype
Santa Fe	Yes	100 wpm to regional computers for editing, then at 1200 bits per sec to central computer
Southern	Yes	Under study

Planning ahead for ACI and TRAIN

An industry-wide approach to car utilization is under way.

Without much fanfare, railroad men are planning, writing computer programs, ordering and installing computers and communications equipment and automatic car identification systems. These men, on many roads, are all working toward one goal: that of creating an effective and operational TRAIN project. This Tele-Rail Automated Information Network is due to be operational in late 1969 or early 1970. Also, Jan. 1, 1970 is the point at which all freight cars used in interchange are to be equipped with automatic car identification labels.

● **Good input data.** Success of the TRAIN project will be due in large measure to the accuracy of the input information. Roads are to report data on interchange delivered to the AAR's computer in Washington. Last fall, railroads took a giant step toward achieving accuracy of input data by adopting a standard ACI system, Sylvania Electric's KarTrak system.

Twenty-two railroads participating in a Railway Age survey report that they are actively planning for ACI. And, while some roads still have questions regarding ACI, there is no real foot-dragging. Other roads, also actively planning for ACI, are reluctant to stand up and be counted, on specifics, at this time.

As noted in the table, there is considerable interest in transmitting ACI data direct to a computer. One road reports that such direct computer input enables it to have a minimum of equipment at the scanner locations. Also, the computer can serve several scanners. Only one "dictionary" is required to convert billing road codes to car initials and numbers. Detroit, Toledo & Ironton is using this concept at its Flat Rock classification yard near Detroit, Mich.,

where four ACI scanners feed directly into a computer. Transmission is via voice channels in realtime.

● **Computers ready for TRAIN.** Seventeen roads commenting on their ACI plans say that they will transmit data directly to computers from scanner locations. This can mean that as far as data from interchange points are concerned, these roads will be in a good position to deliver current data to AAR's TRAIN computer.

Many railroads are planning to send data for TRAIN from the central computer on a daily basis.

Some roads will have their ACI scanners polled by the central computer-communications system, while others are planning for regional computers to do initial editing and error-checking. Transmission to the regional computer might be at 100-words-per-minute teleprinter. But the edited data would be sent to a central computer at high speed, possibly 1200 or 2400 bits-per-second, probably over a microwave link.

● **Planning for TRAIN.** Although only 17 railroads report active planning for TRAIN, it is known that most Class I roads are in various stages of preparation. While the TRAIN concept initially is for one-way transmission of interchange data to Washington, several roads have indicated interest in receiving reports. This is not contemplated initially, but the long-range goal, say some sources, is for a complete two-way computer communications network whereby railroads as well as large shippers could make inquiry to the TRAIN computer.

While it has been recommended that roads transmit data to the TRAIN computer at 750 words-per-minute, there is an opinion by many (which the accompanying table indicates) that conventional 100-words-per-minute teleprinter or IBM 1050 punched-card transmission would be more practical, at least initially. The reasoning is that a hard-copy by-product can be prepared at the time of the teleprinter tape preparation. If any errors show up at the receiving end, it will be a simple matter to communicate with the sender to ask for retransmission of all or a portion of the data.

● **Data interchanges now.** Although the TRAIN project is eventually going to work itself into data interchange on an industry-wide basis, there is considerable operation in this area at present among individual railroads. Again referring to the Railway Age survey, 20 railroads report that they do interchange car-movement data via communications circuits direct toward offices or computers. Five other roads report that they are planning to do so in the future.

There is a general trend for roads to give each other advance consist information about cars to be delivered in interchange, so it is likely that the transition into the TRAIN project will be orderly and effective. Most important, it appears that the target date of 1970 will be met.

Interestingly, some railroads desire that an AAR standard format for interchange of data be developed. And, such is actually now under study and preparation by the Interroad Procedures and Data Exchange committee of the Data Systems Division of the AAR. A preliminary format has been prepared and, in the not too distant future, it will probably become standard.

● **Steps toward industry-wide application.** What all this points up is that in bits and pieces, by individual roads and as a group, the railway industry is going to meet the target date of 1970 with TRAIN operational and ACI effective with all interchange cars, locomotives and cabooses labeled.

Other straws in the wind are the cooperative projects and plans under way. For example, in a terminal area served by several railroads, ACI will be installed by one road at an interchange point with readouts being provided to all roads involved. Studies are under way at several other major terminal areas to make similar installations.

Several roads are also looking into the possibilities of sharing costs of ACI in major terminals and at interchange points. ■

Planning for AAR's TRAIN

Railroad	Facility for data input	Frequency of input	Frequency of output
Bangor & Aroostock	Not determined	Daily	20 times/day
Boston & Maine	Paper tape 1,000 wpm	Daily	Several times daily
Burlington	66 wpm Telex	Daily	———
CP Rail	100 wpm Teletype	Daily	Daily report
C&O/B&O	Magnetic tape	Daily	———
Delaware & Hudson	Not determined	———	———
Great Northern	Direct from computer at 2400 bits/sec	———	———
Illinois Central	Tape-to-tape	Daily	Daily
Louisville & Nashville	Real time via card or tape, high or low speed	———	As often as can
Milwaukee	As defined by TRAIN	———	Daily
Penn Central	Magnetic tape by mail	Daily	———
Reading	IBM 1050 punched cards	3 times daily	———
Richmond, Fredericksburg & Potomac	As defined by TRAIN	———	———
Rio Grande	As defined by TRAIN	———	———
Santa Fe	Paper tape at 750 wpm	Once a day	As needed
Soo	100 wpm Teletype	Daily	———
Southern Pacific	100 wpm Teletype	3 times daily	Not yet known

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NEW YARD TOWER gives yardmaster and car retarder operator good view of yard.

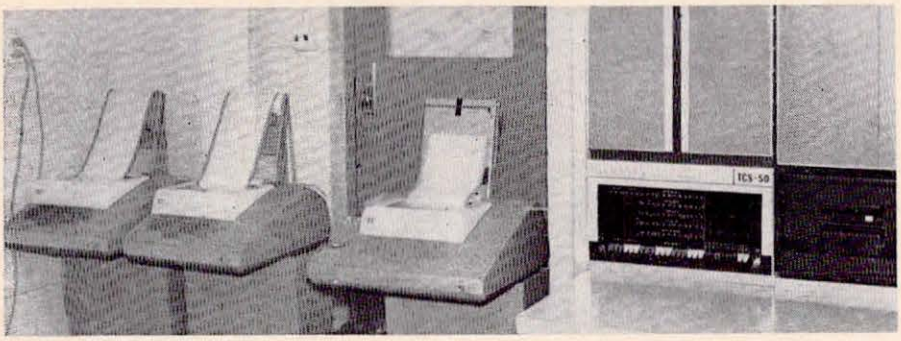
DT&I goes for ACI at Detroit yard

Automobile traffic is easier to handle—and customers are happier—as a result of improvements in Flat Rock operations.

In a move to improve yard operations—and to provide better service to its customers—Detroit, Toledo & Ironton has modernized and ACI-equipped its Detroit, Mich., classification yard. This flat-switching facility, Flat Rock Yard, was rebuilt under traffic into a semi-automatic retarder hump yard with controls, retarders and power switches furnished by Abex Corp. The yard is presently classifying about 1,700 cars daily.

Four KarTrak automatic car identi-

ACI MONITORS CAR MOVES at crest of hump to read initials and numbers of cars being classified. DT&I's Flat Rock Yard has four ACI scanners.



COMPUTER PREPARES REPORTS from ACI data. This TCS-50 digital unit receives data from scanners in real-time over high-speed circuits.

fication scanners, a TCS-50 computer and three Teletype machines combine to monitor car movements through the yard. The Sylvania ACI scanners are installed to read car initials and numbers of inbound and outbound trains. Additionally, an ACI scanner at the hump crest identifies cars moving over the hump into the classification yard.

● **Five reports from ACI.** The ACI system with its computer provides DT&I management with a complete picture of its Flat Rock yard operation. Reports from the ACI system include inbound and outbound consists, inventory reports on cars in the yard (prepared at 6 a.m. daily), departure reports made every eight hours showing cars departed since the last eight-hour report, and an exception report prepared daily showing cars delayed in the yard over 16 hours and under 48 hours.

"ACI gives us a good performance measurement on Flat Rock yard," says Charles L. Towle, DT&I president. It will pay its way in keeping track of auto-parts cars and auto-rack cars, which are all in high per diem category, Towle reports. About 45% of the cars handled by DT&I are for Ford Motor Co. Although the road has experienced 80-90% accuracy in reporting on cars, the ACI system is catching that 10-20%. Many of these cars in assigned service are in a series with only the last two numbers differing. Here is where ACI can keep accuracy high, because experience has shown that people often transpose the last two digits of a car number.

● **Over 6,000 cars labeled.** By the end of 1968, DT&I will have labeled 6,000 to 8,000 freight cars, as well as all of its locomotives and cabooses. This means, says Robert O. Hughes, director of management services, that "we expect to get an 85% reading of cars off the Dearborn branch [to Ford's Rouge plant] and about a 60% reading on the mainline by the end of this year."

DT&I is labeling cars assigned to Ford Motor service regardless of ownership. As a result, almost half the cars handled at Flat Rock yard will soon be ACI-labeled. Use of wheel counters associated with the ACI scanners, gives DT&I an accurate car-count of all trains, including unlabeled cars.

Data transmission from the scanners to the TCS-50 computer is in realtime using Lenkurt Electric Co. 26C data sets. The scanners at the north end of the yard at Hall Road feed data numerically over a voice channel on twisted pair wire direct to the computer. A preamble generator at the scanner location identifies the location to the computer. ACI control units and the data set are housed in an air-conditioned Armadillo Manufacturing Co. fiberglass housing. Data-transmission speed is 600 baud (trains moving about 20 mph), and data are sent on a character-by-character basis into the computer. Two wheel detectors are at each scanner location to provide accurate car-counts. The ACI scanner at the hump crest is the same as the Hall Road units, and transmits at 600 baud over a twisted pair wire.

The fourth scanner is seven miles

Reports tell all

Daily and real-time reports provide the Detroit, Toledo & Ironton management with accurate, current information about the performance of the Flat Rock classification yard. The five reports are prepared by the TCS-50 ACI computer. They include:

Inbound Consist—Shows train number, time, day, origin (location), ACI scanner number, and direction. Listed is the consist showing locomotive initial and numbers, and car initials and numbers (/- indicates unlabeled cars), caboose initial and numbers and the total number of cars.

Outbound Consist—Shows train number, time, day, destination (on DT&I), ACI number and direction. In addition to locomotives, cars and cabooses by initials and numbers, time and date of first and last humping of each car is given, the number of times humped and the arrival time and date of the car including the origin point on DT&I. At the end of the report is the total number of cars.

Departure Report — Published daily, it lists all cars departed from Flat Rock yard since the day before. The cars are listed in numerical order. For each car is shown the destination on the DT&I, departure time, origin point and the hours and days held at Flat Rock.

Exception Report — Published daily, it lists cars delayed over 16 hours and under 48 hours in order of longest delay to least delay. This report may be reduced to cover only cars held between 12 and 32 hours. Car initial and number is included with hours to first hump, hours held, time and date of arrival with point of origin.

Inventory Report — Published daily, report lists cars in numerical order showing time and date of first hump and last hump, number of times humped, arrival time and date and origin location. Also included is a total number of cars.

At present the origins and destination locations are those in the vicinity of the yard which are really clues to train destinations and originations. Locations are Carleton, Dearborn, Detroit, Woodhaven and Yard (Town yard).

WALTER TAFT

WATCHING WASHINGTON

PASSENGER PROBLEMS UP AGAIN AT ICC—The ICC hopes this week to get some good advice as to what it should do about railroad passenger service. Good or bad, the advice will come at a Sept. 18 argument on the recommended report of Examiner John S. Messer in the case involving complaints assailing Southern Pacific passenger service.

A PARLAY—Messer's report parlays the SP case into a proceeding involving passenger service generally. It calls upon the Commission to recommend creation of a National Rail Passenger System "capable of meeting present and future intercity rail transportation requirements." More specifically, Messer recommends that the Commission assume more jurisdiction than it has heretofore claimed over interstate passenger trains, including authority to impose service standards.

CALL FOR SERVICE STANDARDS — The Messer-proposed standards call for palatable meals on trains operating in excess of 250 miles, sleepers on trains operating between 10 p.m. and 8 a.m., and diner-lounge cars, as well as sleepers, on trains with transit times of 12 hours or more. Other proposals of the examiner include calls for average passenger-train speeds equal to the speed of the fastest freight trains, for fitting passenger trains with clean cars having cooling and heating facilities in order, and Commission approval for the adding of freight equipment as head-end cars.

FORMAT FOR ARGUMENT—The notice scheduling this week's argument said the Commission wanted participants to go beyond merits of the SP case and express their views as to the extent of Commission jurisdiction over passenger service, and whether service standards should be imposed in the event of a finding that the Interstate Commerce Act grants authority to take such action. The AAR position is that the Commission can find no such authority in the Act.

COMMISSION CONCERNED—This format reflects again the Commission's concern about the passenger-service problem and its own role in that area. The argument comes in the aftermath of the report on passenger-service problems which the Commission submitted recently to interested Congressional committees (RA, July 1-8, p. 68). That report said in effect that the Commission is tired of catching hell for implementing the unpopular Congressional policy as to passenger service. It emphasized that this policy is embodied in the 1958 Transportation Act's train-off provisions, and suggested that Congress might well consider a new approach.

south of the yard, near Carlton. This unit is turned on by directional circuits in the CTC system. After the caboose has passed, the ACI equipment automatically shuts itself off. Data transmission from this scanner is at 1,800 baud using a leased Bell System 4A voice channel. Transmission speed permits train speeds here up to 60 mph.

The ACI equipment in this DT&I installation has the capability of reading up to six labels on TTX cars with stacked containers at either the 600- or 1,800-baud transmission rates. Thus, DT&I has the ability to handle COFC or TOFC traffic without any changes in its ACI equipment.

● **Computer output.** The Sylvania TCS-50 computer contains two disk files of 32K character storage each, plus two core storage memories of 4K each. The 1,800-car yard inventory is held on disk files. Also, the computer contains a dictionary with billing-road codes and makes parity checks on the data transmitted to it. Reports are presently printed out on Teletype machines adjacent to the computer in the retarder tower.

The TCS-50 now punches out 8-level paper tape in IBM 1050 code. When DT&I has its IBM 360/40 computer fully operational, it will poll the ACI computer.

The ACI system is leased from Sylvania, including equipment maintenance. The equipment rental for the four scanners, the computer, the 26C data sets and Teletype units runs to $3,500 per month. The monthly maintenance contract is $1,000.

● **Flat switching to semi-automation.** To handle its classifying more efficiently (some cars are scheduled through the yard in only three hours or less), DT&I rebuilt its flat-switching facility into a semi-automatic retarder hump yard. Abex Type 600 speed-control system is used for controlling the retarders. Automatic switching is used to route cars to the class racks. The car-retarder operator need only push a button for the class-track number. Switches are lined automatically. Radio Corp. of America presence detectors were installed to prevent operation of these switches under a freight car.

The Flat Rock retarder yard has now been in full operation for about nine months, and according to DT&I officers it is doing an excellent job in handling the traffic—1,600 to 1,800 cars humped daily. Car time in the yard has been materially reduced. For example, any car into the yard at 5 p.m. will be classified and out on a train and off-line by midnight, if the off-going junction is within 75 miles of Flat Rock. It is not unusual for cars to arrive in the yard, be classified and move in outbound trains or transfer cuts within two hours. ■

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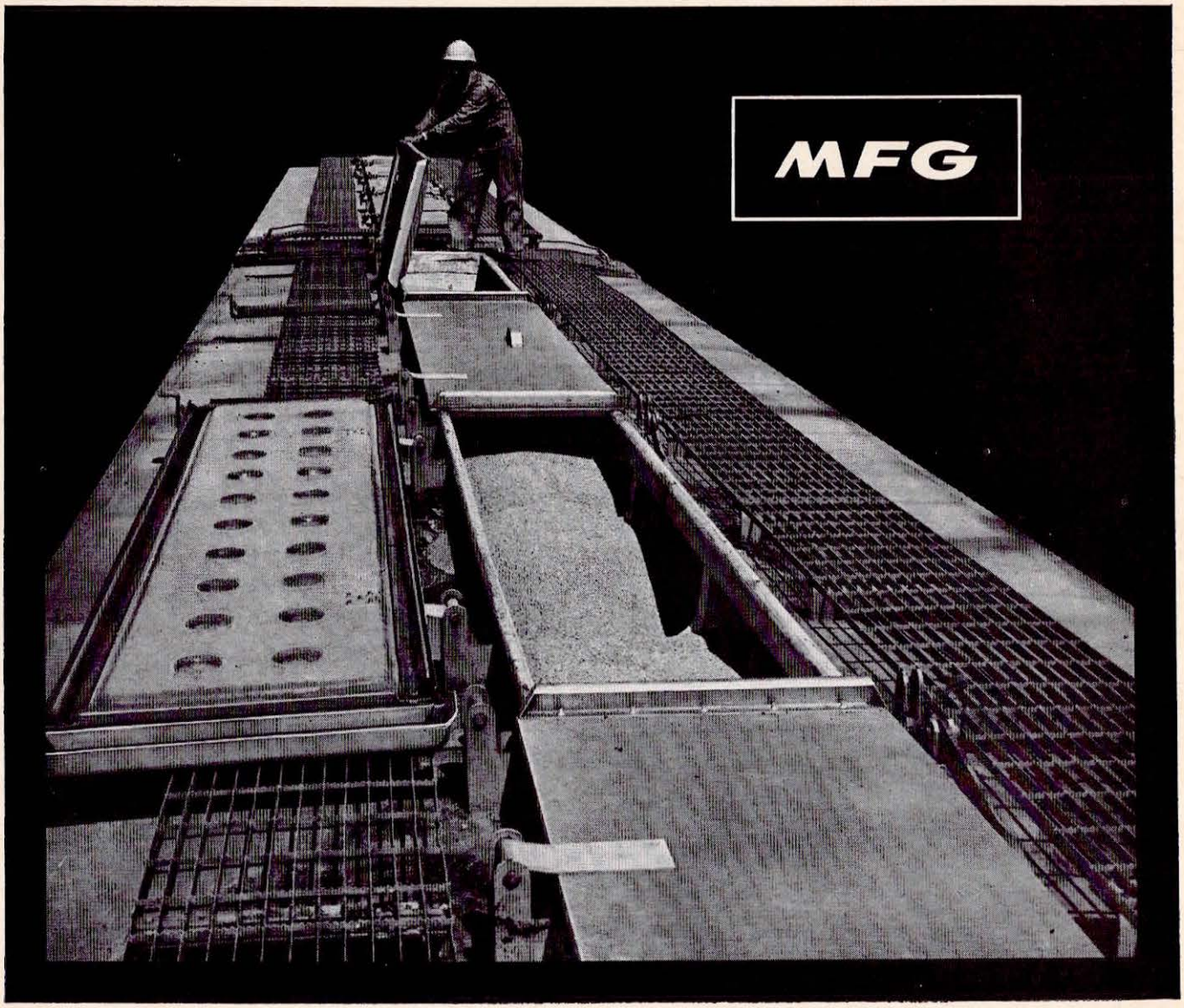

What's anything doing out in

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Association calendar

Based on available information, Railway Age has prepared the following list of organizations giving names and addresses of secretaries and, where available, places and dates of next or regular meetings.

AIR BRAKE ASSOCIATION.—W. T. Jados, 3527 Wisconsin Ave., Berwyn, Ill. 60402. Sept. 30 Oct. 2, Sherman House, Chicago.

AMERICAN ASSOCIATION OF BAGGAGE TRAFFIC MANAGERS.—W. B. Paul, Seaboard Coast Line, P.O. Box 1620, Richmond, Va. 23213.

AMERICAN ASSOCIATION OF PASSENGER TRAFFIC OFFICERS.—R. C. Buckingham, P. O. Box 1167, Evanston, Ill. 60204. September 22-24, The Abbey on Lake Geneva, Fontana, Wis.

AMERICAN ASSOCIATION OF RAILROAD SUPERINTENDENTS.—Mrs. Ruth Weggeberg, 201 W. Harrison St., Chicago, 60607. June 17-19, 1969, Washington Hilton Hotel, Washington D.C.

AMERICAN ASSOCIATION OF RAILROAD TICKET AGENTS. J. D. Florance, 117 W. Harrison St., Chicago, 60605. Sales Seminar, Oct. 7-8, Lodge of the Four Seasons, near Lake Ozark, Mo.

AMERICAN COUNCIL OF RAILROAD WOMEN. Mrs. E. S. Holloway, 701 Commerce St., Dallas, 75202. Annual meeting, Oct. 18-20, Sheraton Hotel, Cleveland.

AMERICAN RAILWAY BRIDGE & BUILDING ASSOCIATION. Mrs. Ruth Weggeberg, 201 W. Harrison St., Chicago, 60607.

AMERICAN RAILWAY DEVELOPMENT ASSOCIATION.—N. A. Kirchoff, St. Louis San Francisco, 906 Olive St., St. Louis, Mo. 63101. Apr. 20-23, 1969, Monteleone Hotel, New Orleans.

AMERICAN RAILWAY ENGINEERING ASSOCIATION. Works in cooperation with the Association of American Railroads, Engineering Division E. W. Hodgkins, Exec. Secretary, 59 E. Van Buren St., Chicago, 60605. Mar. 10-12, 1969, Pick Congress Hotel, Chicago.

AMERICAN SHORT LINE RAILROAD ASSOCIATION. P. H. Croft, Pres., 2000 Massachusetts Ave., N.W. Washington, D.C., 20036. Sept. 23-25, Marriott Motel, Atlanta.

AMERICAN SOCIETY OF MECHANICAL ENGINEERS. O. B. Schier II, 345 E. 47th St., New York, 10017. Dec. 1-5, New York Hilton Hotel, New York.

Railroad Division. E. P. Kondra, Ellcon National, Inc., 30 King Road, Totowa Borough, N.J. 07512. Dec. 4-5, New York Hilton Hotel, New York. Joint Conference with IEEE Land Transportation Comm, Apr. 15-16, 1969, Queen Elizabeth Hotel, Montreal.

AMERICAN TRANSIT ASSOCIATION. Robert Sloan, 815 Connecticut Ave., N.W., Washington D.C. 20006.

Associated Traffic Clubs. John Middleton, Exec. Secy., Suite 750, 407 S. Dearborn St., Chicago, 60605.

ASSOCIATION OF AMERICAN RAILROAD DINING CAR OFFICERS. M. A. Ingram, Penn Central, Sunnyside Yards, Long Island City, N.Y. 11101. Oct. 20-23, Twin Bridges Marriott Motor Hotel, Washington, D.C.

ASSOCIATION OF AMERICAN RAILROADS. T. M. Goodfellow, Pres.; G. S. Prince, Exec. Vice-Pres.; R. E. Keefer, Exec. Asst. to Pres., and Secy-Treas., Transportation Bldg., Washington, D.C. 20006.

Law Department. W. M. Maloney, Gen. Counsel, Transportation Bldg., Washington, D.C. 20006.

General Claims Division. J. A. Risendal Exec. Vice-Chairman, 59 E. Van Buren St., Chicago, 60605, May 6-8, 1969, Regency Hyatt House, Atlanta.

Operations and Maintenance Department. R. R. Manion, Vice-Pres., Transportation Bldg., Washington, D.C. 20006.

Operating-Transportation Division. C. A. Lauby, Exec. Vice-Chairman, Transportation Bldg., Washington, D.C. 20006. W. E. Todd, Staff Secy., 59 E. Van Buren St., Chicago, 60605.

Communication and Signal Section. George McCann, 59 E. Van Buren St., Chicago, 60605. Oct. 1-3, Adolphus Baker Hotels, Dallas.

Safety Section. W. E. Todd, Staff Secy., 59 E. Van Buren St., Chicago, 60605.

Engineering Division. E. W. Hodgkins, Exec. Vice-Chairman, 59 E. Van Buren St., Chicago, 60605, Mar. 10-12, 1969, Pick Congress Hotel, Chicago.

Mechanical Division. C. L. Davidson, 59 E. Van Buren St., Chicago, 60605.

Freight Claim Division. J. C. Hindman, 59 E. Van Buren St., Chicago, 60605. May 20-22, 1969, Sheraton Peabody Hotel, Memphis.

Purchases and Materials Management Division. —J. H. Bean, Exec. Vice-Chairman, 59 E. Van Buren St., Chicago, 60605. Sept. 18-20, Chase-Park Plaza Hotel, St. Louis.

Management Systems Department.—R. B. Curry, Vice-Pres., Transportation Bldg., Washington, D.C. 20006.

Data Systems Division.—R. A. Petrash, Exec. Dir.; V. G. Rymarowicz, Secy., Transportation Bldg., Washington, D. C. 20006. Sept. 23-25, Pick Congress Hotel, Chicago.

Economics and Finance Department. Burton N. Behling, Vice-Pres., Transportation Bldg., Washington, D.C. 20006.

Accounting Division.—Philip A. Lyon, Transportation Bldg., Washington, D.C., 20006. June 16-18, 1969, St. Paul Hilton, St. Paul.

Treasury Division. Philip A. Lyon, Transportation Bldg., Washington, D.C. 20006. Oct. 14-16, Arizona Biltmore Hotel, Phoenix, Ariz.

ASSOCIATION OF INTERSTATE COMMERCE COMMISSION PRACTITIONERS. Mrs. Norma L. Iser, Exec. Secy., 1112 ICC Bldg., Washington, D.C. 20423. June 25-27, 1969, Rice Hotel, Houston.

ASSOCIATION OF RAILROAD ADVERTISING MANAGERS. J. D. Singer, Exec. Secy., Chesapeake & Ohio, Cleveland, 44101.

ASSOCIATION OF RAILROAD EDITORS. P. W. Stafford, Great Northern, 175 E. Fourth St., St. Paul, 55101. Sept. 18-20, Hotel Roanoke, Roanoke, Va.

CANADIAN INDUSTRIAL TRAFFIC LEAGUE.—A. A. Landry, Gen. Mgr., 20 Bloor St., West, Toronto 5, Ont. Feb. 18-20, 1969, Queen Elizabeth Hotel, Montreal.

CANADIAN RAILWAY CLUB. W. J. Cadogan, P.O. Box 162, Montreal 3, Que. Regular meetings, second Monday of each month except Feb., June, July, Aug. and Oct. Oct. meeting on first Monday, Queen Elizabeth Hotel, Montreal.

CAR DEPARTMENT ASSOCIATION OF ST. LOUIS. H. D. Smith, 1101 Donnell Ave., St. Louis, 63137. Regular meetings, third Tuesday of each month except June, July and Aug. Fred Harvey's Restaurant, 2nd floor, Union Station, St. Louis.

CAR DEPARTMENT OFFICERS' ASSOCIATION. E. W. Gebhardt, 247 Highland Ave., Elmhurst, Ill. 60126. Sept. 30-Oct. 2, Sherman House, Chicago.

CAR FOREMAN'S ASSOCIATION OF OMAHA, COUNCIL BLUFFS AND SOUTH OMAHA INTERCHANGE. C. C. Poetzel, Chicago & North Western, 2111 Avenue I, Council Bluffs, Ia. 51501. Regular meetings, second Tuesday of each month except July and Aug., Chieftain Hotel, Council Bluffs.

CAR FOREMEN'S ASSOCIATION OF CHICAGO. J. J. Sacheck, 4841 North Nagle Ave., Chicago, 60630. Regular meetings, second Monday of each month except June, July, Aug. and Oct., LaSalle Hotel, 7:00 p.m.

CENTRAL RAILWAY CLUB OF BUFFALO. M. A. Redding, Exec. Secy., 214 Kenmore Ave., Buffalo, 14223. Regular meetings, second Thursday of each month except May, June, July and Aug., Cordon Bleu, 8:00 p.m.

CHICAGO RAILROAD DIESEL CLUB. E. C. Fosdick, 225 Illinois Blvd., Hoffman Estates, Ill. 60172. Regular meetings, first Monday of each month except July, Aug. and Sept., Hartford Bldg., 365 West Monroe St., 5:30 p.m.

CHICAGO RAILROADS CAR ACCOUNTING OFFICERS. W. S. Aaron, Jr. (Chairman) Chicago, Rock Island & Pacific, 745 S. La Salle St., Chicago, 60606. Regular meetings, last Wednesday of each month except July and Aug., Traffic Club, Palmer House, 12 noon.

EASTERN ASSOCIATION OF CAR SERVICE OFFICERS.—T. F. Schaekel, Room 515, 15 No. 32nd St., Philadelphia, 19104. Nov. 7-8, Chateau Champlain, Montreal.

Eastern Car Foreman's Association. J. D. O'Brien, 18 Parkerson Rd., Edison, N.J., 08817. Regular meetings, third Tuesday of Jan., Feb., Mar., Apr., May, Oct. and Nov. McAnn's Restaurant, 465 Lexington Ave., New York.

GREAT LAKES RAILWAY CLUB.—R. M. Masterson, 1331 W. 103rd St., Cleveland, 44102. Regular meetings, third Tuesday of each month except June, July and Aug., Pick-Carter Hotel, Cleveland. Dinner, 6:30 p.m.; meeting 7:30.

INSTITUTE OF ELECTRICAL AND ELECTRONICS ENGINEERS. Donald G. Fink, Gen. Mgr., 345 E. 47th St., New York 10017. Mar. 24-27, 1969, New York Hilton Hotel, New York. Exhibits at the Coliseum.

COMMITTEE ON LAND TRANSPORTATION. J. H. Swarner, (Chairman), Pullman-Standard, 720 E. 111th St., Chicago, 60628. Joint conference with ASME Railroad Div., Apr. 15-16, 1969, Queen Elizabeth Hotel, Montreal.

LOCOMOTIVE MAINTENANCE OFFICERS' ASSOCIATION.—C. M. Lipscomb, 1721 Parker St., North Little Rock, Ark. 72114. Sept. 30-Oct. 2, Sherman House, Chicago.

MAINTENANCE OF WAY CLUB OF CHICAGO. J. S. Kopec, Chicago, Milwaukee, St. Paul & Pacific, Room 898, Union Station, Chicago, 60606. Regular meetings, Oct.-Apr., Midland Hotel.

METROPOLITAN RAILWAY CLUB OF NEW YORK. Fred Osthoff, Railway Age, 30 Church St., New York, 10007. Regular meetings, Sept. 19 Nov 7, Dec. 5, Penn Garden Hotel.

MILITARY RAILWAY SERVICE VETERANS. R. E. Godley, 634 Fifth St., Pass Christian, Miss. 39571. Sept. 20-22, Brown Hotel, Louisville.

MISSISSIPPI VALLEY MAINTENANCE OF WAY CLUB.—M. E. Andrews, Missouri Pacific, Room 1506, Missouri Pacific Bldg., St. Louis, 63103. Regular meetings, second Monday of each month, Sept. through May, Louis IX Room, Harvey's Restaurant, Union Station, St. Louis.

NATIONAL ASSOCIATION OF RAILWAY TAX COMMISSIONERS. —M. V. Deane, Chicago, Burlington & Quincy, 547 W. Jackson Blvd., Chicago 60606, Nov. 19-20, Brown Palace Hotel, Denver.

NATIONAL ASSOCIATION OF REGULATORY UTILITY COMMISSIONERS.—Everette Kreeger, ICC Bldg., P.O. Box 684, Washington, D.C. 20044. Nov. 11-14, Palmer House, Chicago.

NATIONAL ASSOCIATION OF SHIPPERS' ADVISORY BOARDS. —J. R. Morton, Combustion Engineering, Inc. Prospect Hill Rd., Windsor, Conn. 06095. Oct. 15-17, Riviera Hotel, Las Vegas, Nev.

NATIONAL DEFENSE TRANSPORTATION ASSOCIATION. —Helen J. Amidon, 1612 K St., N.W. Washington, D.C., 20006, Oct. 13-16, Washington Hilton Hotel, Washington, D.C.

NATIONAL INDUSTRIAL TRAFFIC LEAGUE. L. J. Dorr, Exec. Secy., Suite 909, 711 14th St., N.W. Washington, D.C. 20005, Nov. 14-17, Statler Hilton Hotel, Los Angeles.

NATIONAL RAILROAD LUBRICATION COUNCIL. Herman C. Brandt, 2024 McCully Rd., Allison Park, Pa., 15101.

NATIONAL RAILROAD PIGGYBACK ASSOCIATION. W. F. Geserick, Illinois Central, 135 E. Eleventh Pl., Chicago, 60605. Next regular meeting, Oct. 24-25, Hotel America, Washington, D.C. Annual Meeting, Jan. 22-23, 1969, Houston.

NATIONAL SAFETY COUNCIL. L. W. Dutton, Staff Representative, 425 N. Michigan Ave., Chicago, 60611. Railroad Section annual meeting, Oct. 29-31 La Salle Hotel, Chicago during National Safety Congress.

NEW ENGLAND RAILROAD CLUB. Wm. M. McCombs, P.O. Box 445, Pembroke, Mass. 02359. Regular meetings second Tuesday in Feb. Apr. Oct. and Dec. Sheraton Plaza Hotel, Boston, Dinner 6:30 p.m. Banquet, second Thursday in May.

NEW YORK RAILROAD CLUB. F. R. McCarthy, Exec. Secy., 366 Lexington Ave., New York, 10017. Next meeting Oct. 17, Windsor Ballroom, Hotel Commodore, New York. Reception, 5:30 p.m.; dinner, 6:30; meeting; 7:45. Annual meeting and dinner, Dec. 5, Grand Ballroom, Hotel Commodore.

NORTHWEST CARMEN'S ASSOCIATION. N. J. Maglich, Minnesota Transfer Ry., 508 N. Cleveland Ave., St. Paul, 55114. Regular meetings, first Monday of each month except June, July and Aug., Y.M.C.A., Midway Branch, 1761 University Ave., St. Paul.

NORTHWEST MAINTENANCE OF WAY CLUB. F. L. Roland, 2 Milwaukee Station, Minneapolis, 55401. Regular meetings, third Thursday of each month, Oct. through Mar., Prom Center Arizona Room, 1190 University Ave., St. Paul. Social hour, 5:30 p.m.; dinner, 6:30.

PACIFIC RAILWAY CLUB.— K. J. MacGregor, Southern Pacific, 65 Market St., San Francisco, 94105. Meetings in alternate months in San Francisco and Los Angeles. One meeting a year at Sacramento and at Roseville.

RAILROAD INSURANCE MANAGEMENT ASSOCIATION. J. J. Eberle, Jr., Penn Central, Room 321, Penn Central Station, Philadelphia, 19104. Nov. 12-13, LaSalle Hotel, Chicago.

RAILROAD JOINT FACILITY CLUB OF CHICAGO. F. Breese, Chicago & Western Indiana, 47 W. Polk St., Chicago, 60605. Regular meetings, first Monday of each month except July, Aug. and Sept., Traffic Club, Palmer House, Chicago. 12 noon.

RAILROAD PERSONNEL ASSOCIATION. E. G. Slocum, Bessemer & Lake Erie, P.O. Box 536, Pittsburgh, 15230, Sept. 25-28, Broadmoor, Colorado Springs.

RAILROAD PUBLIC RELATIONS ASSOCIATION. J. N. Ragsdale, Association of American Railroads, Transportation Bldg., Washington, D.C. 20006. June 18-22, 1969, Ponte Vedra Club, Ponte Vedra Beach, Fla.

RAILWAY AUTOMOTIVE MANAGEMENT ASSOCIATION. C. Miller, Chicago, Milwaukee, St. Paul & Pacific, Union Station, Room 809, Chicago, 60606.

RAILWAY CLUB OF PITTSBURGH.—G. E. Morrison, 2710 Koppers Bldg., Pittsburgh, 15219. Regular meetings, third Thursday of each month except June, July, Aug., Sept. and Dec., Penn-Sheraton Hotel, Dinner, 6:30 p.m.; meeting, 7:30.

RAILWAY FUEL AND OPERATING OFFICERS' ASSOCIATION. —L. H. Peters, 10414 S. Wood St., Chicago, 60643. Sept. 30-Oct. 2, Sherman House, Chicago.

RAILWAY PROGRESS INSTITUTE. N. A. Lennartson, Pres., 1140 Connecticut Ave., N.W., Washington, D.C. 20036. Oct. 24, Sheraton-Park Hotel, Washington.

RAILWAY SIGNAL AND COMMUNICATIONS SUPPLIERS' ASSOCIATION.—A. H. Smith, Exec. Dir. & Secy., 170 Broadway, New York, 10038. Exhibit, Oct. 1-3, Adolphus-Baker Hotels, Dallas.

RAILWAY SUPPLY ASSOCIATION. Albert Schiffers, Jr., Exec. Secy., 332 S. Michigan Ave., Chicago, 60604. Exhibit, Sept. 29-Oct. 2, Sherman House, Chicago.

RAILWAY SYSTEMS AND MANAGEMENT ASSOCIATION.—G. C. Vietsch, Pres., 163 E. Walton St., Chicago, 60611.

RAILWAY TIE ASSOCIATION. W. D. Labaugh, Room 307, 5 Colt St., Paterson, N.J. 07505. Oct. 16-18, Regency-Hyatt House, Atlanta.

ROADMASTERS AND MAINTENANCE OF WAY ASSOCIATION.—Mrs. Ruth Weggeberg, 201 W. Harrison St., Chicago, 60607.

ST. LOUIS RAILROAD DIESEL CLUB.—F. C. Whitlock, 6207 W. Washington, Belleville, Ill. 62223. Regular meetings, first Monday in Jan., Mar., May and Nov., Tuesday after Labor Day in Sept., Fred Harvey's King Louis IX Room, Union Station, St. Louis.

SOUTHERN & SOUTHWESTERN RAILWAY CLUB. H. W. Brewer, P.O. Box 7211, Jacksonville, Fla. 32210. Regular meetings, third Thursday, in Jan., Apr., June and Oct.

SOUTHERN ASSOCIATION OF CAR SERVICE OFFICERS. F. I. Umhau, 1796 Meadowdale Ave., N.E., Atlanta, 30306.

SOUTHWESTERN RAILWAY CLUB.—C. W. Dobbs, 5010 Westbriar Lane, Apt. 17, Houston, Tex. 77027. Regular meetings, third Thursday in Jan. (Texas State Hotel, Houston); Apr. (Baker Hotel, Dallas); Oct. (Green Oaks Inn, Ft. Worth).

TORONTO RAILWAY CLUB.— W. F. Saunders, P.O. Box 8, Terminal "A", Toronto 1, Ont. Regular meetings, fourth Monday of each month except June, July, Aug., Royal York Hotel. Annual dinner, first Saturday in December.

WESTERN RAILWAY CLUB.—Suite 339, Sherman House, Chicago, 60601. Regular meetings in Feb., Mar., Apr., May, Oct., Nov., and Dec.

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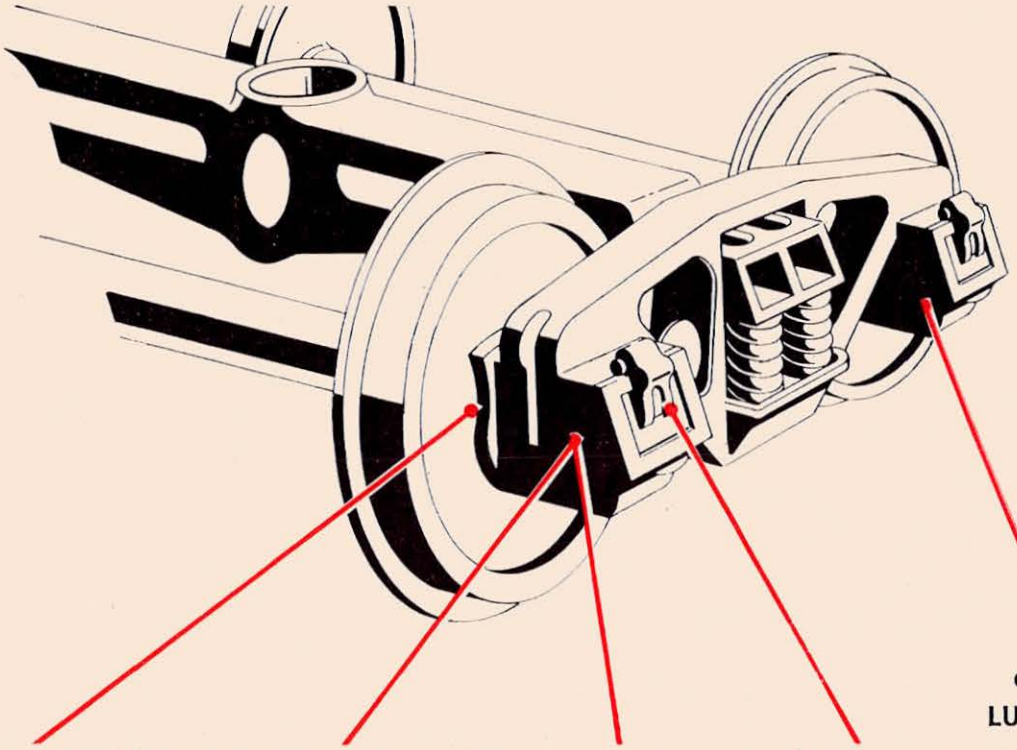

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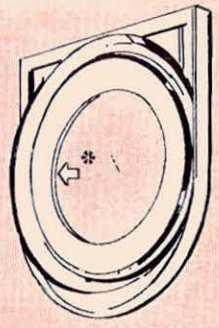

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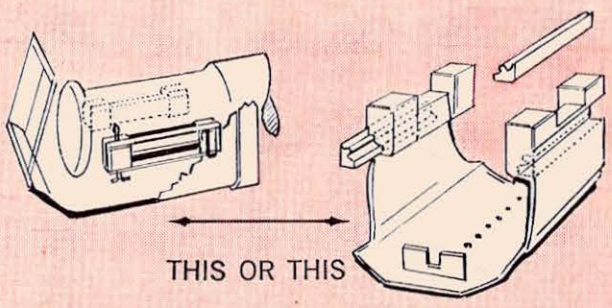

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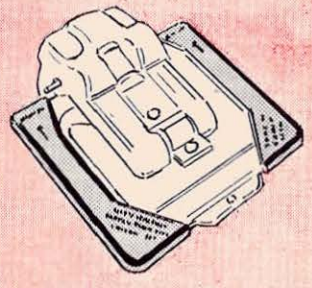

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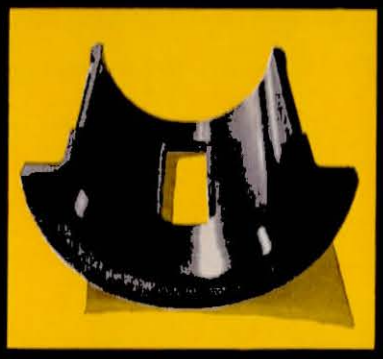

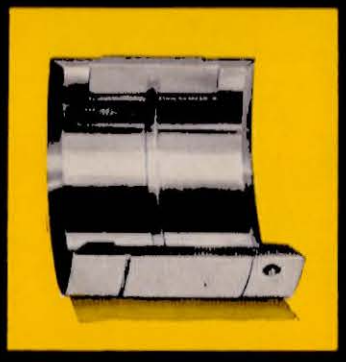

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Circle 15 on coupon page 37

PEOPLE IN THE NEWS

BANGOR & AROOSTOOK.—Harold W. Hanson, assistant chief mechanical officer, Derby, Me., promoted to chief mechanical officer, succeeding **Vaughn L. Ladd,** retired after more than 44 years of service.

CLINCHFIELD.—E. W. Hamilton appointed district freight agent, Pittsburgh, Pa., succeeding the late **Robert J. Boswell.**

ESCANABA & LAKE SUPERIOR.—Guy W. Knutson, vice president and general manager, retired Sept. 1 after 45 years' service. **L. L. Hamilton** appointed general manager. **L. C. Jacobsen** named superintendent.

GREAT NORTHERN.—In the Car Department, **J. M. Hick** named assistant general superintendent; **R. J. Fritz,** superintendent; **O. J. Martin,** assistant to general superintendent; **L. R. Amundson,** equipment analyst.

ILLINOIS CENTRAL.—William W. Glenn named consultant, Nashville, Tenn. Mr. Glenn was formerly president, **Tennessee Central.**

JERSEY CENTRAL.—Richard B. Wachenfeld, vice president and general counsel of CNJ, also elected president and a director of the **Central of Pennsylvania** and president of the Communipaw Central Land Co., both CNJ subsidiaries. Mr. Wachenfeld is also president and member of the executive committee, **Raritan River.** In all three posts Mr. Wachenfeld succeeds **Perry M. Shoemaker,** retired.

John I. Hachtmann, assistant freight traffic manager—marketing, appointed freight traffic manager—marketing, Newark, N.J., succeeding **Albert L. Postlethwaite,** who retired Sept. 1, after 39 years service. **John T. Kuranda,** district freight agent, Elizabeth, appointed division freight agent there.

KANSAS CITY SOUTHERN.—Merle W. Weisenborn named manager-market research, Kansas City, Mo.

LOUISVILLE & NASHVILLE.—E. B. Kelly named assistant to vice president-traffic, Mobile, Ala. Mr. Kelly was formerly associated with the **Gulf, Mobile & Ohio. Roy E. Herrington,** division freight agent, Mobile, appointed division freight agent-car utilization.

Coy W. Holaway, manager, freight sales, Louisville, named manager, freight sales-Southeastern Region, Atlanta. **Wallace C. Wathen,** division freight agent, Atlanta, retired Sept. 10 after more than 48 years' service.

MAINE CENTRAL.—Wilhelm G. Schloth, division engineer, Bangor, Me., named division engineer of the new Division II at Waterville, Me. **David C. Eldridge** promoted to division engineer, Division III at Bangor. **Raymond A. Jackson** remains division engineer at Portland in charge of Division I.

Harold W. Hanson
BAR

Maurice P. Burns
Milwaukee

MILWAUKEE.—Maurice P. Burns, assistant manager of passanger services, Chicago, advanced to manager of passenger services there. **Orren R. Anderson,** assistant to general manager of passenger services succeeds Mr. Burns.

Paul S. Patterson, assistant chief statistician, appointed chief statistician. **Elsie M. Hoffman,** special accountant, succeeds Mr. Patterson. **C. Warren Burg,** assistant statistician, named statistician.

MISSOURI PACIFIC.—Vernon H. Roewe, general freight agent, St. Louis, named

(Continued on page 38)

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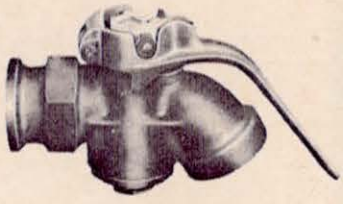

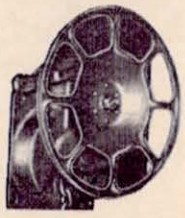

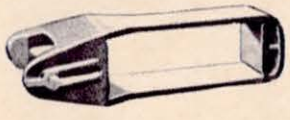

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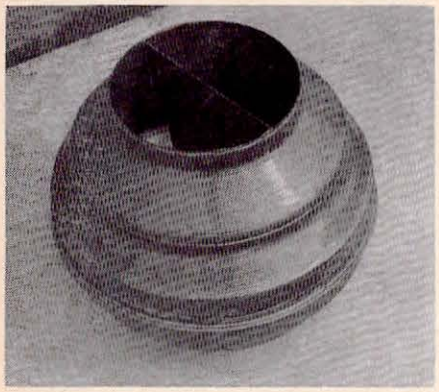
Circle 16 on coupon page 37

NEW PRODUCTS REPORT



Spark arrester (RA-1)

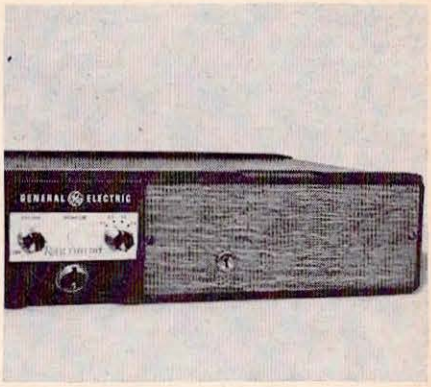
The 8AB, 10AB and 12AB spark arresters, approved by one state's natural resources department, are suitable for locomotive application and come with suitable adaptors to fit exhaust stacks. Claimed is a 99% separation of carbon sparks which are attrited and entrapped in a two-stage cyclonic system. The unit has a diameter of 23 inches, height of 18½ inches, and weight of 60 pounds. Large passages reduce engine back pressure. *Harco Manufacturing Co.*

Page printer (RA-2)

A new page printer forms characters from electronically controlled jets of ink at speeds of 120 characters per second. The receive-only printer is part of a line of high-speed data communications equipment.

The machine utilizes no buffer storage and is able to intermingle short and long printed lines without the use of "fill" characters.

It is available for use with either the 5-level Baudot code or ASCII. *Teletype Corp.*



Two-way radio (RA-3)

A new line of fully transistorized FM two-way radios for cars and trucks is available in 25 to 50 MHz and 132 to 174 MHz. Fifty-watt models are available for low band and 35-watt units for high band. A new circuit in the equipment, using sensing and control principles, protects power transistors from destruction when the units are subjected to unusual mechanical or electrical stress. An optional adjustable timer limits transmissions, preventing a system tie-up. *General Electric.*

Data system (RA-4)

The IBM 1800 data acquisition and control system gathers information from measuring devices at rates of up to 24,000 signals a sec. It is designed to collect and analyze the wide variety of data produced in plants and laboratories. It can generate the commands required to control production or test equipment. The system also processes routine computing jobs and produces management reports. The unit can be used independently for process control and data acquisition, or coupled with IBM System/360 Models 30, 40, 44, or 50.

Eight combinations of speed and memory size are available, together with a wide selection of peripheral devices. These include magnetic disk drives, pringers and plotters.

Two central processing units are available. One can accommodate magnetic tape units. Peripheral equipment can transfer information to or from the central processor without interrupting the job in process. The system can also set job priorities and alerts the operator if anything happens which the computer is not programmed to handle. *International Business Machine Corp.*

Crane control (RA-5)

A portable remote control system for cranes features the operator release function which enables two operators to control one crane from either end of the working bay.

One operator can "hook" the load and start it on its journey to the unloading point. An operator at the unloading point can assume control of the crane and handle the unhooking. A positive command is required for one operator to release control to the other. *Motorola.*

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(*Continued from page 36*)

assistant freight traffic manager there. **Wayne J. Carroll,** assistant general freight agent-divisions, St. Louis, becomes general freight agent there. **J. R. Colvin** appointed manager-special services, freight traffic department-rates and divisions, St. Louis. **R. A. Oebermann** named manager-rate training, and **E. J. Bradshaw,** assistant manager-rate training, freight traffic department-rates and divisions, St. Louis.

MISSOURI PACIFIC-TEXAS & PACIFIC.—William J. Hequembourg, assistant general agent, New York, named assistant traffic manager there, succeeding **John Chovan,** who retired Aug. 31 after 45 years of service. **William J. Boewer,** general manager-pricing and divisions, St. Louis, retires Sept. 30 after more than 41 years' service.

NORFOLK & WESTERN.—James T. Valleroy, assistant to the treasurer, named assistant to the vice president-finance, Roanoke, Va., succeeding **John F. Ward,** who retired Sept. 1, after 43 years with the N&W.

Francis E. Naumann, assistant auditor of revenues, St. Louis, appointed assistant comptroller there, to succeed **Henry J. Bauer,** who retired Sept. 1, after more than 45 years of service. **William R. Benda,** chief clerk to auditor of revenues, replaces Mr. Naumann. **Leo M. Klein,** auditor of revenues, retired Sept. 1 after 50 years' service.

C. S. Patton, Jr. named general manager motive power and equipment, Roanoke, Va., succeeding **E. A. Manetta** (RA, Aug. 26, p. 54). Mr. Patton formerly was manager motive power and equipment—car.

NORFOLK SOUTHERN.—W. A. Miller, assistant chief mechanical officer, Norfolk, Va., promoted to chief mechanical officer there, succeeding **M. B. Dowdy,** named general manager operations (RA, Sept. 2, p. 38). Abolished position of assistant chief mechanical officer.

PACIFIC FRUIT EXRESS.—William C. Bybee, general agent, Edinburg, Tex., named superintendent, Houston succeeding **D. A. Whittington,** who retired Sept. 1 after 40 years of service.

READING.—Glenn R. Heckman appointed junior industrial engineer, Philadelphia.

ROCK ISLAND.—Harold A. Miller, manager of cost research, retired Sept. 1 after 50 years of service.

Theodore H. Gehrt, freight sales representative, Topeka, Kans., named district manager-freight sales there, succeeding **D. W. Dotson,** retired. **Van D. Ostlind,** freight sales representative becomes region sales manager-trailer service department, with headquarters in Denver.

SANTA FE.—Gerald E. Becker, assistant superintendent, Kansas City division, Kansas City, Kans., named superintendent of transportation, Chicago, **Joseph T. Svehlak,** general agent, Buffalo, N.Y. ,tranferred to Minneapolis to succeed **George J. Turgeon,** retired. Mr. Svehlak's successor is **Milan Govic,** foreign freight agent, New York.

C. S. Patton, Jr.
N&W

Robert R. Bateson
Santa Fe

Robert R. Bateson, assistant general attorney, advanced to assistant to president, Chicago, to succeed **Edwin M. Wheeler,** resigned.

SEABOARD COAST LINE.—George L. Cain, assistant to president, retired Aug. 31.

M. L. Wardsworth appointed assistant general manager—transportation, Jacksonville, Fla., succeeding **H. P. Johnson,** who retired Aug. 31, after more than 48 years of service. **S. R. Chinnis** named assistant to general manager—transportation. **C. J. Thoroughgood,** supervisor passenger train operation, retired Aug. 31, after more than 48 years of service.

SOUTHERN PACIFIC.—W. E. Catlin

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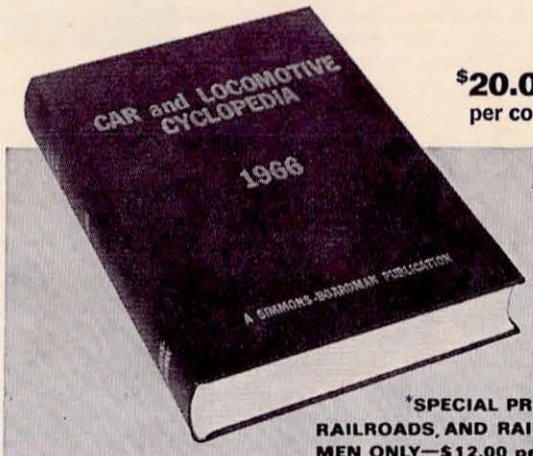

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named assistant manager of personnel, San Francisco, replacing **E. J. Nelson,** who retired Aug. 31 after 43 years of service.

Clarence A. Hughes named to the newly created position of assistant engineer of bridges, San Francisco.

UNION PACIFIC.—Harry F. Brevoort, assistant traffic manager, New York, promoted to traffic manager there, succeeding **Theodore L. Vogel,** who retired Aug. 31, after more than 43 years of service **Donald H. Glowen** succeeds Mr. Brevoort as assistant traffic manager. **Charles G. Dankmyer** named traffic manager, Washington, D.C. **Samuel H. Henry** and **Clyde E. Adams** appointed general traffic agents at Chicago and Birmingham, Ala., respectively.

SUPPLY TRADE

Phillip D. Schwiebert has been named to the newly created position of assistant vice president, engineering, **MacLean-Fogg Lock Nut Co.**

Dr. Milton R. Johnson has been named senior technical advisor, **General Transportation Corp. Research Division.**

K. L. Anderson, district sales manager, **American Steel Foundries,** Chicago, has been transferred to Philadelphia, to replace **R. G. Kimber,** assistant vice president-sales, who has resigned. **J. W. Reed,** sales representative, Philadelphia, has been advanced to district sales manager there. **R. G. Brossard,** district sales manager, New York, has been transferred to Chicago.

A. D. Van Sant has been appointed chief engineer and **J. H. Liebenthal** appointed project engineer, Railway Products Division of **Portec, Inc.,** Chicago.

OBITUARY

R. J. Boswell, district freight agent, **Clinchfield,** Pittsburgh, Pa., died Aug. 29.

Everett C. Larson, 60, assistant general freight agent, **Milwaukee,** died Sept. 2 at his home in Elgin, Ill.

Thomas W. Proctor, 100, retired assistant freight traffic manager, **Milwaukee,** died Aug. 25.

John R. Young, Jr. 48, director of advertising, **Dayco Corp.,** died Sept. 2 in Kettering Memorial Hospital, Dayton, Ohio.

DIVIDENDS DECLARED

CLEVELAND & PITTSBURGH.—7% Preferred, 87½¢, quarterly; Special Gtd., 50¢, quarterly, both paid Sept. 3 to holders of record Aug. 9.

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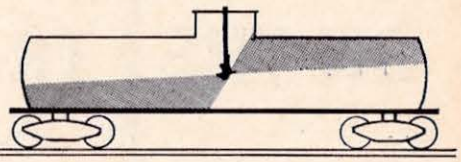
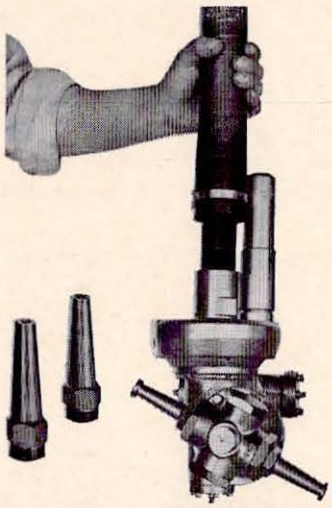


Tank car interior cleaning with mechanized methods speeds availability of cars as it reduces cleaning costs by as much as 50 per cent. Powerized application of detergent solutions, in addition to reducing total cleaning time, is much more thorough and uniform.



Aside from effective detergency, a powerized cleaning system depends for its efficiency upon the design and operation of the spray head. Ideally, the spray head or "business end" of the cleaning system must have the reach to forcefully deliver detergent solution to even the most remote corners of a tanker, yet be easy to handle.

CHOICE OF NOZZLES

Just such a spray head is the Oakite Interior Tank Cleaning Unit, Model 621. A mere midget at 30 pounds, this unit is easy to insert and withdraw from tanks, yet has the capacity the job demands. Rotating about both horizontal and vertical axes simultaneously, nozzles of the Oakite 621 unit pass through a precisely planned rotational cycle. A powerful spray of Oakite detergent solution is directed against every square inch of tank surface, at intervals of 3 minutes when 4 nozzles are used; 6 minutes when 2 nozzles are employed. By merely changing the type and number of nozzles the "621" is readily custom engineered to individual car requirements.

The spray head may be suspended on either a pipe or hose. Spray pattern is maintained at all times because, even on a hose, there is no whipping action.

When cleaning tank car interiors, application is only half the battle. Equally important is detergent action. A detergent ideally mated to the 621 unit, for cleaning tank cars with maximum efficiency and minimum cost, is Oakite 24. A heavy duty alkaline powder, it is ideally suited to the removal of oily deposits.

AVAILABLE ON LEASE

The Oakite Interior Tank Cleaning Unit, model 621, is available on lease. Repairs or replacements, due to normal wear, are made by Oakite at no cost to user. Additional proof that the better ideas in cleaning come from Oakite.

For more information write for bulletin 77B.

LUKE BOWNE, *Manager*
Transportation Division

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Circle 18 on coupon page 37

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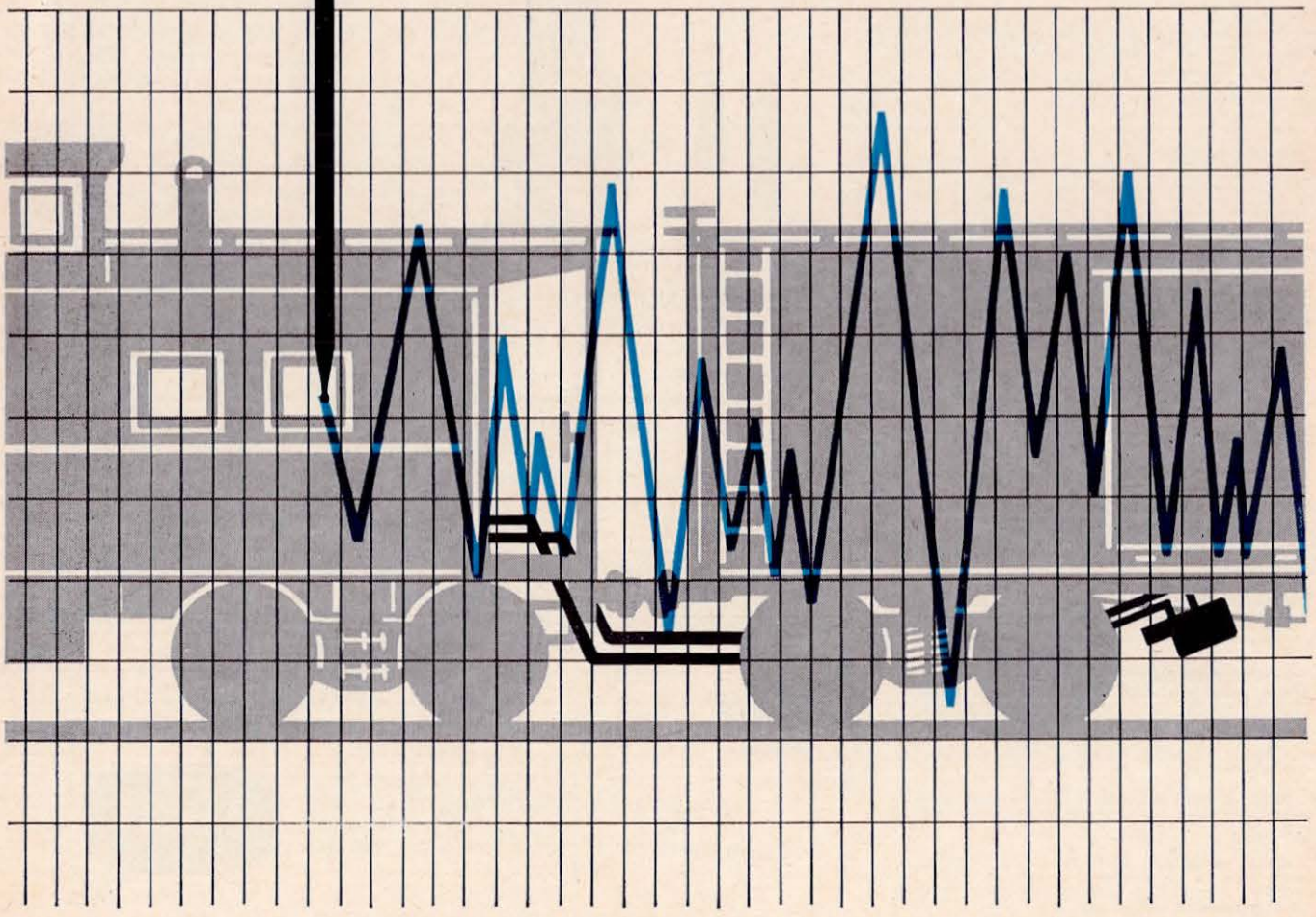


CAPITAL SPENDING—1968 VS. 1967

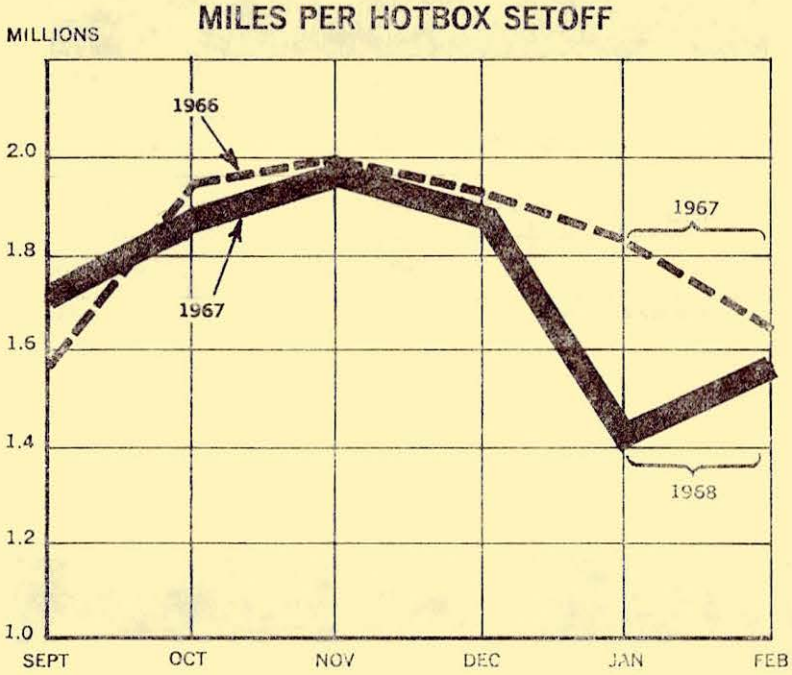
(In billions of dollars)

	1968*	1967	Per cent change
All industries	$64.37	$61.66	+ 4.4
Manufacturing	26.55	26.69	— 0.5
Mining	1.49	1.42	+ 4.8
Railroad	1.52	1.53	— 0.9
Transportation other than rail	4.55	3.88	+17.3
Public utilities	11.29	9.88	+14.2
Communications	6.42	5.91	+ 8.5
Commercial and other	12.56	12.34	+ 1.8

*Anticipated.

Source: Survey conducted in late July and August by Dept. of Commerce and Securities & Exchange Commission.

MILES PER HOTBOX SETOFF



Current Statistics

Net income, Class I roads	
Six months, 1968	$284,000,000
Six months, 1967	$265,000,000
New freight cars on order	
August 1, 1968	16,943
August 1, 1967	26,904
New freight cars delivered	
7 months, 1968	34,854
7 months, 1967	53,273
Serviceable cars	
August 1, 1967	1,393,000
August 1, 1967	1,415,035

PER CENT LOADED OF TOTAL FREIGHT CAR-MILES

RAILROADS	1961	1964	1965	1966	1967	Per Cent Change 1961-1967
Average Five Best	68.3%	69.5%	68.2%	67.8%	67.4%	+1.2
Average Five Worst	54.4%	53.7%	53.7%	53.6%	52.5%	—3.5
Class I	61.2%	60.6%	61.0%	60.3%	58.9%	—2.3

Source: Black & Co., Inc.

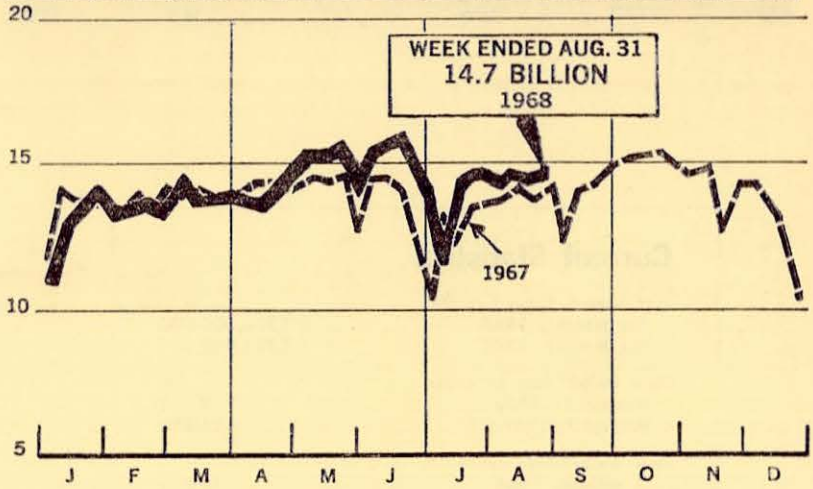
FREIGHT DENSITY*

RAILROADS	1961	1964	1965	1966	1967	Per Cent Change 1961-1967
Average Five Best	5,340	7,275	7,722	8,541	8,872	65.7%
Average Five Worst	995	1,059	1,114	1,183	1,207	0.2%
Class I	2,565	3,059	3,289	3,491	3,396	32.4%

Source: Black & Co., Inc. *Thousands

RAIL FREIGHT TRAFFIC TRENDS

BILLION TON-MILES (Estimated)



Source: Association of American Railroads

MARKET OUTLOOK

CARLOADINGS

Loadings of revenue freight in the week ended Sept. 7 totaled 491,958 cars, the Association of American Railroads announced on Sept. 12. This was a decrease of 81,837 cars, or 14.3%, compared with the previous week; an increase of 4,086 cars, or 0.8%, compared with the corresponding week last year; and a decrease of 38,756 cars, or 7.3%, compared with the equivalent 1966 week. Ton-miles generated by carloadings in the week ended Sept. 7 are estimated at 12.7 billion, an increase of 3.8% above the corresponding week of 1967, and 2.5% below the 1966 week.

REVENUE FREIGHT CARLOADINGS

For the week ended Saturday, Sept. 7 District	1968	1967	1966
Eastern, including Allegheny and Pocahontas	187,674	190,334	211,035
Southern	109,572	100,665	101,111
Total Eastern and Southern Districts	297,246	290,999	312,146
Northwestern	67,314	73,147	83,233
Central Western	94,881	90,104	101,428
Southwestern	32,517	33,622	33,907
Total Western Districts	194,712	196,873	218,568
Total All Roads	491,958	487,872	530,714
Commodities:			
Grain and Grain Products	35,834	37,988	45,899
Livestock	1,644	1,540	2,538
Coal	93,035	93,917	103,456
Coke	6,030	6,642	8,416
Forest Products	36,760	34,651	33,311
Ore	44,655	46,016	56,522
Merchandise l.c.l.	4,040	3,579	6,013
Miscellaneous	269,960	263,539	274,559
Sept. 7	491,958	487,872	530,714
Aug. 31	573,795	572,461	613,968
Aug. 24	548,140	552,585	601,864
Aug. 17	558,523	569,772	593,333
Aug. 10	540,211	553,338	581,545
Cumulative total, 36 weeks	19,381,106	19,257,502	20,299,373
Estimated revenue ton-miles (billions) 36 weeks	512.4	492.9	507.0

PIGGYBACK CARLOADINGS

U. S. piggyback loadings for the week ended Aug. 31 totaled 28,052 cars, carrying 45,747 trailers, compared with 25,490 cars, carrying 42,361 trailers, in the corresponding 1967 week. Loadings for 1968 up to Aug. 31 totaled 886,107 cars, carrying 1,438,951 trailers, compared with 792,116 cars, carrying 1,301,282 trailers, in the corresponding period of 1967.

IN CANADA

Carloadings for the seven-day period ended Aug. 14 totaled 69,978 cars, compared with 65,896 for the previous seven-day period, according to the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada		
Aug. 14, 1968	69,978	20,939
Aug. 14, 1967	73,532	21,885
Cumulative Totals		
Aug. 14, 1968	2,297,176	769,241
Aug. 14, 1967	2,353,794	779,286

FREIGHT TRAIN CARS

• *Frisco.*—Ordered 425 box cars from ACF at a cost of approximately $7 million. Deliveries are scheduled to begin in January. All cars will be equipped with cushion underframe and 70-ton trucks. One hundred will be 51-ft insulated cars with 10½-ft plug doors; 325 will be 50-ft non-insulated cars with 10-ft plug doors. Three hundred of the non-insulated cars will be equipped with belt rails, 25 with bulkheads.

• *August bad order ratio 0.3% lower than last year.*—Class I roads on Aug. 1 owned 1,470,170 freight cars, 26,492 less than on Aug. 1, 1967, according to AAR report summarized below. Bad order ratio was 0.3% lower than on Aug. 1, 1967.

	Aug. 1, 1968	Aug. 1, 1967	Change
Car ownership	1,470,170	1,496,662	−26,492
Waiting repair	77,170	81,627	− 4,457
Repair ratio	5.2%	5.5%	− 0.3%

CAR OWNERSHIP

• *Serviceable cars.*—Revenue freight cars in serviceable condition owned by Class I railroads on Aug. 1 totaled 1,393,000, compared with 1,415,035 on Aug. 1, 1967, according to most recent AAR Car Service Division report. Estimated total ownership of all railroad- and privately-owned freight cars on Aug. 1 (see table below), was 1,808,237 (average capacity: 63.75 tons), compared with 1,829,895 (average capacity: 62.14 tons), on Aug. 1, 1967.

ESTIMATED OWNERSHIP—ALL REVENUE FREIGHT CARS

(Aug. 1, 1968 vs. Aug. 1, 1967)

		Box	Covered Hopper	Gondola	Hopper	Flat	Refrig.	All Others	Total
Class I	1968	555,912	122,994	200,468	414,534	67,436	51,757	57,069	1,470,170
	1967	575,201	116,193	204,275	424,170	66,398	50,759	59,666	1,496,662
RRO&C Refrig.*	1968	0	0	0	0	0	49,218	0	49,218
	1967	0	0	0	0	0	52,454	0	52,454
Private	1968	1,246	28,207	286	3,833	41,550	15,170	172,737	263,029
	1967	1,251	26,907	654	1,926	38,887	13,979	171,072	254,676
Class II & S&T†	1968	9,084	889	5,071	8,307	590	789	1,090	25,820
	1967	9,235	850	5,321	8,305	659	618	1,115	26,103
GRAND TOTAL	1968	566,242	152,090	205,825	426,674	109,576	116,934	230,896	1,808,237
	1967	585,687	143,950	210,250	434,401	105,944	117,810	231,853	1,829,895

*Railroad owned and controlled refrigerator car lines.
†Class II railroads and switching and terminal companies.

NEW FACILITIES

• *Canadian National.*—Ordered Type J CTC equipment from General Railway Signal. A new control console at Montreal Yard will permit control of 7 locations on the Joliette Subdivision between Gahier and Pointe aux Trembles.

• *Seaboard Coast Line.*—General Railway Signal will supply 27 sets of train control equipment for installation on locomotives being built for the Seaboard Coast Line. Fourteen sets go to Electro-Motive and 13 to General Electric.

YOU OUGHT TO KNOW

Veteran ARR hand to aid in expansion plan

Reginald N. Whitman, Great Northern general manager-Lines East, is setting out on a 60-day assignment as special consultant to the governor of Alaska. His job: To assist in getting action on an engineering survey for extension of the Alaska Railroad north and west from its present northern terminal at Fairbanks. This will be Whitman's third hitch in Alaska. He served as general manager of the ARR for two years in the mid-1950s. And in 1964, after an earthquake hit southcentral Alaska and heavily damaged the railroad, he was dispatched by GN President John M. Budd to aid in recovery.

Suit against IC Rent-A-Train is dismissed

A suit against Illinois Central's Rent-A-Train plan has been dismissed from U. S. District Court at Peoria, Ill. A group of small-elevator operators and other grain interests had sought a court block to the service and ICC cancellation of the tariff. "Judicial interference at this stage would only be disruptive of a regulatory program for which ICC is responsible," the ruling says. An ICC examiner's report is expected soon. The first rented train is scheduled to move in November (RA, Sept. 2, p. 13).

RPI schedules annual dinner in Washington

Some time ago the Railway Progress Institute moved its headquarters from Chicago to Washington in order to be "where the action is." This year RPI's annual dinner—traditionally, one of the major railroad events of the year—will follow the same trail. RPI Chairman W. A. Gray, Jr., has announced that the 1968 dinner will be held Oct. 24 at Washington's Sheraton-Park Hotel. Special guests will be members of Washington officialdom.

Ten-year mass-transport needs put at $15 billion

John Robson, Under Secretary of Transportation, estimated last week that capital needs for mass transportation over the next decade would be $15 billion, with money coming from a variety of sources.

Robson conceded that nothing like that sum is available now, but in talking to men in government, private industry and ghetto-dwellers, he found a new awareness of the acuteness of the urban transportation problem. "There is a growing determination to get the job accomplished," he said.

Robson, who pleaded the cause of "ecumenism" in urban transportation at the Hayden, Stone Transportation Forum in New York, drove home the point at another meeting the same day, where he announced a federal grant that would match local and industry grants to finance Phase II of the turbine-test-car program on the Long Island Rail Road.

The DOT grant was for $727,000 to the Tri-State Transportation Commission, to proceed with testing of the turbine concept—this time for a dual-drive turbo-electric car.

Also assisting in the project are the Metropolitan Transportation Authority, the Budd Co. as manufacturer of the car prototype, and Garrett AiResearch, turbine builder.

Dr. William Ronan, chairman of the MTA, pointed out at the same meeting that the present phase was anticipated all along—and that it could "represent a major breakthrough" in meeting urban transportation problems.

A turbo-electric-powered car would have the capability to operate in both third-rail electrified and non-electrified territory, and thus avoid having to change trains or having to spend large sums electrifying outlying parts of the LIRR.

Frank Aikman, LIRR president, said that tests of the turbo-electric car would be on the Ronkonkoma-Jamaica stretch of the line.

James Miller, Budd vice president, estimated that preparing a prototype car would take 10 months, with another six months needed for testing.

All in all, about three years is the time lag from start of Phase II to delivery of revenue cars, assuming the cars prove out.

At the Hayden, Stone forum, E. B. Meissner, senior vice president, General Steel Industries, called for an end to "science fiction" in transit discussion and renewed belief in the worth of steel wheel on steel rail—duo-rail, that is.

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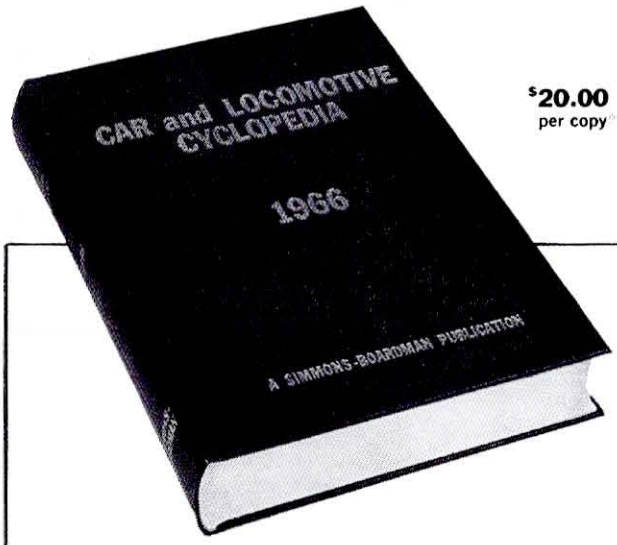

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VIEWPOINT

Everybody talks about safety, but—

Few intelligent people argue with fact. It's the interpretation of fact that makes enemies of friends. It's the methodology of change, the turning of bad facts into good ones, that turns brother against brother, brotherhood against management.

It's this way with railroad safety.

Nobody could deny the employee or his organization the right to be concerned about safe working conditions. Nobody could deny the government's legitimate interest. But no right-thinking person could deny, either, the deep and continuing concern of management.

Unfortunately, management is regarded—by many in labor and by some in government—as derelict and disinterested. But the simple logic of it all cannot be ignored by anyone—the logic that says no company will long stay in business if it allows the plant to deteriorate or otherwise go to pot.

One result is that union leaders, government officials and railroad managers—who should be working together on an item of such mutual interest—find themselves at loggerheads.

Congress inevitably gets into the act, as it has in the current session with safety proposals backed by labor and DOT and opposed by railroad witnesses. It would be foolish to say that "you can't legislate safety." Skilled lawmakers have been able to legislate just about everything but love, and they may be working on that. The point, where rail safety is concerned, is one of need—and of the best way of attacking a problem which is, in fact, recognized by all concerned.

Rail management is well aware that too many train accidents, too many derailments, are occurring. Labor and government share this awareness. Rail management, however, is attempting to *do* something about the trends. Labor and government may not be quite so aware of the solutions as they are of the problem itself.

Roads which have been maintained in first-class condition are not letting up. Roads which have been permitted to decay are being fixed up. Comprehensive train-accident-prevention programs are being undertaken in all accident-cause areas—mechanical, track and human failure.

LEGISLATION IS NO CURE-ALL

Is it enough? Probably not, as matters stand today. But it's a start—and it's an effort which should be recognized by those whose pat solution to all problems can be summed up in a word: "Legislate."

Labor, however, still wants a bill. The president of one major union demanded it again last week, with the rather curious (as well as inaccurate) statement that "every major transportation service is regulated from the safety standpoint except railroads." DOT also still wants a bill—though the director of the Bureau of Railroad Safety made only mild reference to it in talking to railroad engineering officers a few days ago.

What does management want? The chance to prove that it can, indeed, do the job that has to be done—without overkill legislation masquerading as a cure-all.

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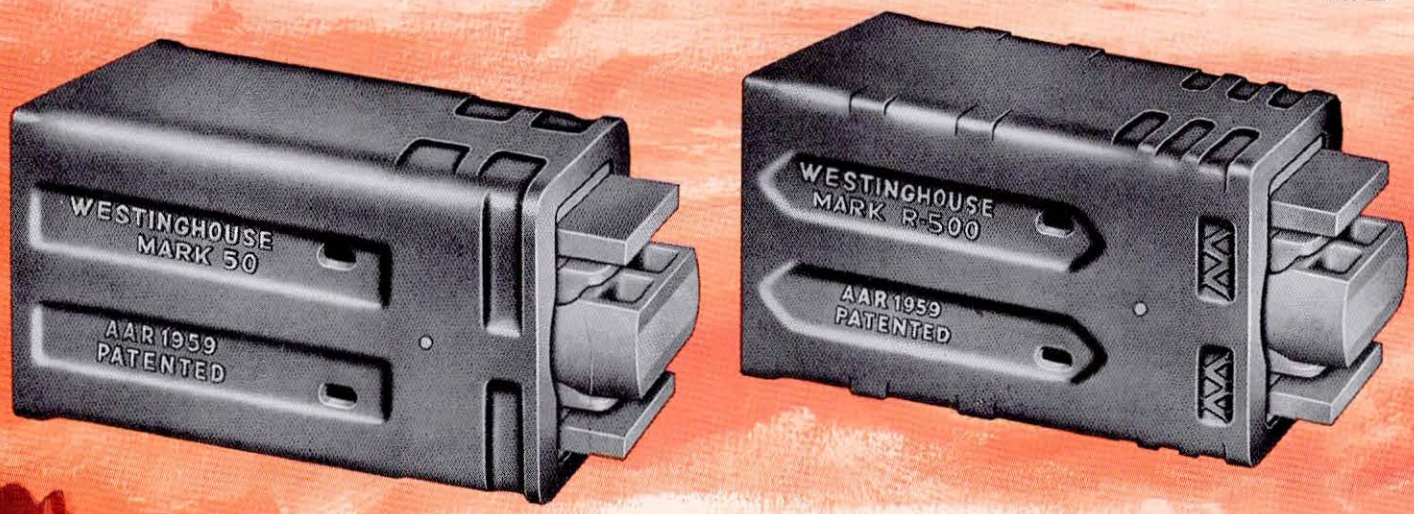

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